



# COMPREHENSIVE ANNUAL FINANCIAL REPORT

for the fiscal years ending September 30, 2020 and 2019



Pinellas Suncoast Transit Authority  
St. Petersburg, Florida



# Pinellas Suncoast Transit Authority

## St. Petersburg, Florida

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### **Comprehensive Annual Financial Report**

For Fiscal Years Ended September 30, 2020 and 2019

#### **Vision**

To be the people's first choice for transportation and a driving force for social, environmental, and economic vitality in the community through innovation and partnership.

#### **Our Mission**

To safely connect people to places.

*Prepared by the Finance Department*

**PINELLAS SUNCOAST TRANSIT AUTHORITY**

**TABLE OF CONTENTS**

	<b><u>Page</u></b>
<b><u>SECTION I - INTRODUCTORY SECTION</u></b>	
Transmittal Letter .....	2
GFOA Certificate of Achievement .....	9
Organization Chart.....	10
Elected and Appointed Officials.....	11
Directory of Officials.....	13
<b><u>SECTION II - FINANCIAL SECTION</u></b>	
Report of Independent Auditor .....	15
Management’s Discussion and Analysis (Unaudited) .....	18
Basic Financial Statements:	
Statements of Net Position .....	27
Statements of Revenues, Expenses and Changes in Net Position .....	28
Statements of Cash Flows .....	29
Notes to Financial Statements .....	30
<b><u>SECTION III - REQUIRED SUPPLEMENTARY INFORMATION (UNAUDITED)</u></b>	
Schedule of Changes in Other Postemployment Benefits Liability and Related Ratios.....	64
Schedule of Proportionate Share of Net Pension Liability – Pension Plans .....	65
Schedule of Contributions – Pension Plans .....	66
<b><u>SECTION IV - STATISTICAL SECTION (UNAUDITED)</u></b>	
Financial Trends:	
Net Position by Components (FY 2011 - FY 2020).....	70
Changes in Net Position (FY 2011 - FY 2020) .....	71
Revenues by Function/Program (FY 2011- FY 2020) .....	72
Expenses by Function/Program (FY 2011 - FY 2020).....	73
Property Tax Revenue by Year (FY 2011 - FY 2020) .....	76
Revenue Capacity:	
Taxable Assessed Value and Estimated Actual Value of Taxable Property (FY 2011 - FY 2020) .....	78
Direct and Overlapping Property Tax Rates (FY 2011 - FY 2020) .....	79

**TABLE OF CONTENTS - CONTINUED**

	<b><u>Page</u></b>
Principal Property Taxpayers (FY 2020 and Nine Years Ago).....	80
Property Tax Levies and Collections (FY 2011 - FY 2020) .....	81
Farebox Recovery Percentage (FY 2011 - FY 2020).....	82
Demographic and Economic Information:	
Demographics, Population and Economic Statistics (FY 2011 - FY 2020) .....	84
Principal Employers (FY 2020 and Nine Years Ago).....	85
Operating Information:	
Bus Service Effort and Accomplishments Per Mile (FY 2011 - FY 2020).....	87
Bus Service Effort and Accomplishments Per Hour (FY 2011 - FY 2020) .....	88
Unlinked Passenger Changes (FY 2011 - FY 2020) .....	89
Vehicles Operated in Maximum Service (FY 2011 - FY 2020).....	90
Number of Employees (FY 2011 - FY 2020).....	91
Miscellaneous Statistical Data (FY 2011 - FY 2020).....	92

**SECTION V - REGULATORY SECTION**

Report of Independent Auditor on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with <i>Government Auditing Standards</i> .....	94
Report of Independent Auditor on Compliance for Each Major Federal Program and State Project and Report on Internal Control Over Compliance Required by the Uniform Guidance and Chapter 10.550, <i>Rules of the Auditor General</i> of the State of Florida.....	96
Schedule of Findings and Questioned Costs.....	98
Summary Schedule of Prior Year Findings .....	100
Schedule of Expenditures of Federal Awards and State Financial Assistance .....	101
Notes to Schedule of Expenditures of Federal Awards and State Financial Assistance.....	103
Independent Auditor's Management Letter .....	104
Report of Independent Accountant on Compliance with Local Government Investment Policies .....	106

**SECTION I**  
**INTRODUCTORY SECTION**

## Transmittal Letter

March 31, 2021

Pat Gerard, Board Chair and  
Members of the Board of Directors of the Pinellas Suncoast Transit Authority and  
Citizens of our Service Area

Dear Board Chair, Board Members and Citizens:

We are pleased to submit to you the Comprehensive Annual Financial Report of the Pinellas Suncoast Transit Authority (PSTA or Authority) for the fiscal year ended September 30, 2020 and 2019.

State law requires that all independent special districts publish each fiscal year a complete set of financial statements presented in conformity with accounting principles generally accepted in the United States of America (GAAP) and audited in accordance with auditing standards generally accepted in the United States of America by a firm of licensed certified public accountants.

This report has been compiled and prepared by the Authority's management. Consequently, management assumes full responsibility for the completeness and reliability of all the information presented in this report. To provide a reasonable basis for making these representations, management of the Authority has established a comprehensive internal control framework that is designed both to protect the Authority's assets from loss, theft, or misuse and to compile sufficient, reliable information for the preparation of the Authority's financial statements in conformity with GAAP. The Authority's comprehensive framework of internal controls has been designed to provide reasonable rather than absolute assurance that the financial statements will be free from material misstatement. As management, we assert that, to the best of our knowledge and belief, this financial report is complete and reliable in all material respects.

Cherry Bekaert LLP, a firm of licensed certified public accountants, has audited the Authority's basic financial statements. The goal of the independent audit was to provide reasonable assurance that the financial statements of the Authority for the fiscal year ended September 30, 2020 and 2019, are free of material misstatement. The independent audit involved examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements; assessing the accounting principles used and any significant estimates made by management; and evaluating the overall financial statement presentation.

The independent auditor concluded, based upon the audit, that there was reasonable basis for rendering an unmodified opinion that the Authority's financial statements for the fiscal year ended September 30, 2020 and 2019, are fairly presented in conformity with GAAP.

The Comprehensive Annual Financial Report is presented in three sections: Introductory, Financial and Statistical. The Introductory section consists of this letter of transmittal that provides an overview of the Authority, economic environment, financial performance, and other pertinent financial information.

The Financial Section includes the Independent Auditors' Report, Management's Discussion and Analysis (MD&A), the basic financial statements and notes thereto, and required supplementary information.

Management's discussion and analysis (MD&A) immediately follows the independent auditors' report and provides a narrative introduction, overview, and analysis of the basic financial statements. The MD&A complements this letter of transmittal and should be read in conjunction with it.

The Statistical Section sets forth financial trends, revenue capacity, demographic, and economic and operating information.

The Authority is also required by federal and state regulations to undergo an audit of federally and state funded programs that it administers. The standards governing the Single Audit engagement require the independent auditor to report on the audited government's internal controls and compliance with laws, regulations, contracts and grants applicable to each major federal and state program. The reports related specifically to the Single Audit are within the regulatory section of this document.

### **Profile of the Authority**

The Pinellas Suncoast Transit Authority was created in 1984 via a merger of the St. Petersburg Municipal Transit System and the Central Pinellas Transit Authority to provide Pinellas County with a cohesive public transit system. Today, a fleet of 194 buses and 16 trolleys serve 42 fixed routes including two express routes to Hillsborough County.

Pinellas County is 280 square miles with approximately 970,637 residents. Pinellas County is located along the west coast of Florida and includes a corridor of smaller beach communities along the Gulf of Mexico. Pinellas County is the second smallest county in the state of Florida; however, it is the most densely populated county in the state and is nearly three times more densely populated than the next closest county. The Authority serves most of the unincorporated area and 19 of the County's 24 municipalities. This accounts for approximately 98% of the county's population and 97% of its land area. The cities of St. Pete Beach, Treasure Island, Kenneth City, Belleair Beach, and Belleair Shore are not members of the Authority; however, St. Pete Beach and Treasure Island do contract for trolley service.

During fiscal year 2020, the Authority directly operated vehicles traveled a total of 8.1 million revenue miles, providing approximately 590,590 hours of service, and 10.2 million passenger trips.

Operating expenses are covered primarily through ad valorem taxes, state and federal funds and passenger fares.

### **Officials**

The Authority is governed by a board of directors comprised of thirteen elected officials, and two non-elected officials, one of which is appointed by the Pinellas County Board of Commissioners and the other by the St. Petersburg City Council.

### **Services and Service Delivery**

The Authority provides virtually all public transportation services in Pinellas County. These services include fixed route, demand response, and specialized services. The Authority maintains over 4,382 bus stops, 659 shelters, 14 transfer hubs, 4 customer service centers, and a fleet of 210 fixed route vehicles.

Persons with disabilities who are unable to use regular bus service may be eligible for an ADA paratransit specialized service. Paratransit services provide people with disabilities, including veterans, with rides to

doctors’ appointments, work, school, and other critical destinations. This curb-to-curb service is tailored for those who because of their disability are unable to independently use PSTA’s regular accessible buses.

In FY 2020, using discretionary grant award funds from the Federal Transit Administration, PSTA built on a pilot service for same day curb to curb service for paratransit customers within 20 minutes of the request for service. This gives passengers the opportunity to take a same day trip they could not plan for in advance, such as for urgent medical, getting a sick child home from school, or when doctor, grocery or social outings take longer than anticipated.

PSTA continues to operate the Direct Connect Program that allows riders to use providers such as Uber, United Taxi or Wheelchair Transport to travel within a specific geographic zone to or from a series of 24 popular designated stops. From there, riders connect with the regular PSTA public transit system. PSTA was the first in the country to partner mass transit with ride hailing providing higher quality mobility in areas where it doesn’t make sense to run public transit.

Using existing programs, including Direct Connect, PSTA was able to establish an Essential Workers Program during the COVID-19 pandemic for employers whose employees rely on the bus, but because of either expanded hours for the business or less hours of PSTA bus service, the employees are no longer to get to/from work on the bus. This mobility on demand program helps employees get to essential jobs.

All ridership data is now being tracked for our bus operations using Automatic Passenger Counters (APC). The FY 2020 ridership for each mode compared to FY 2019 data is presented below using the APCs and indicates the impact of the COVID-19 pandemic on ridership:

<b>Mode</b>	<b>30-Sep-20</b>	<b>30-Sep-19</b>	<b>Percent of Change</b>
Bus Operations	9,869,409	13,273,265	-26%
Paratransit	275,539	362,357	-24%
Mobility Programs	92,036	70,200	31%
<b>Total</b>	<b>10,236,984</b>	<b>13,705,822</b>	<b>-25%</b>

PSTA’s strategic plan is to focus on customer oriented transit service; develop a strong governance model for effective Pinellas transportation leadership; provide effective, financially viable public transportation that supports our community; develop and implement a sustainable capital program; provide a customer oriented service design; seek incremental expansion and our visionary service design of increased public transit PSTA has the financial stability in the short term, with a sustainable operating and capital plan that builds on our successes and on continuous improvement as we move forward.

To support the mission, vision, and strategic plan PSTA has a Performance Management Program. The Program identifies PSTA’s performance measurement metrics, the CEO quantitative evaluation system, department level measurements, and an employee quantitative evaluation system. Specifically, PSTA at the organizational level is measured on five key components including community support, financial stability, customer satisfaction, employee engagement and commitment to performance.

This commitment to transparency and visibility of PSTA’s performance metrics is generating increased engagement, inter-departmental coordination, and sense of ownership among staff.

The overall performance ratio for FY 2020 was 102 out of 100.





# PERFORMANCE COUNTS

## Community Support

Perception in the community and support from municipal, state, and federal partners



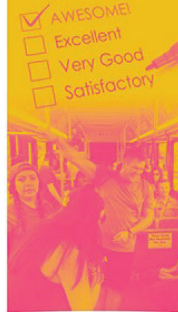
## Financial Stability

Being a responsible steward of financial resources



## Customer Satisfaction

Customer perceptions about our services



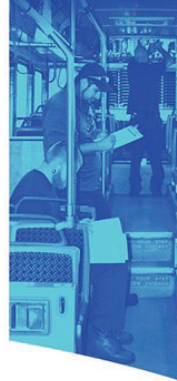
## Employee Engagement

Fostering an engaging workplace that supports and inspires employees to succeed.



## Commitment to Performance

Using data to improve performance



**One Team. One Mission.**

# Local Routes Operated in Fiscal Year 2020



## **Budget**

Each year the Board is required to adopt an annual budget before the beginning of the fiscal year. The budget serves as a financial plan in support of the Authority's mission and strategic plan. It includes the fiscal year operating budget and capital plan necessary to accomplish the operational initiatives, along with a multi-year capital plan covering five years. The process for developing the Authority's budget begins with budget review and planning in February through May, and through a series of meetings and analysis from June through September, results in an operating budget and a prioritized capital budget.

The PSTA Board adopted the FY 2021 fiscal year operating and capital budget totaling \$162.5 million. The FY 2021 budget is \$30.0 million or 22.6% over the FY 2020 budget with the majority of the increase related to the SunRunner Bus Rapid Transit Project and replacement trolleys. This financial plan allows the Authority to focus resources where transit works best, with both route changes and service improvements based on a data-driven, customer sensitive and innovative approach.

Capital assets are funded by grants and local funds on a pay-as-you-go basis. The Authority does not anticipate issuing debt to fund capital assets in fiscal year 2021.

## **Factors Affecting Financial Planning**

The information presented in the financial statements is perhaps best understood when it is considered from the broader perspective.

**COVID-19:** PSTA, in response to the effects of COVID-19, has implemented health and safety measures and policies for employees, contractors and customers as well as taken a diverse range of operational adjustments. These adjustments are numerous and include reduced hours of service, schedule adjustments to accommodate high performing routes, a transition to telework for almost all our administrative employees, with additional safety measures for our front-line employees and riders. In addition to our bus drivers being behind safety shields, they are required to wear masks, and are supplied with face shields and hand sanitizers. The number of passengers on the board the bus is limited, riders are required to wear face coverings and board from the rear of the bus with the front area reserved for people with disabilities. To achieve rear door boarding, PSTA went fare free in March of 2020 and has not yet resumed collecting fares.

Going fare free had a significant impact on revenues with a loss of \$5 million over FY 2019. However, PSTA has sufficient liquidity and the Coronavirus Aid, Relief, and Economic Security (CARES) Act is providing up to \$40,368,371 in grant funds. PSTA anticipates the funds will be utilized over the next three years with \$10.4 million allocated to FY 2020. With the CARES Act grant funds, PSTA had a positive variance to budget for FY 2020 and the outlook indicates a balanced budget for FY 2021 through FY 2024. In addition, the decreased ridership due to COVID-19 has had a positive impact on expenditures in such areas as reduced overtime, fuel, utilities, and paratransit costs.

**Local Economy:** The regional economy normally enjoys a slightly favorable economic environment compared with other cities in Florida and local indicators point to continued stability. The regional economy has a diverse economic base that includes tourism, agriculture, construction, finance, healthcare, technology, and the Port of Tampa. Major industries with headquarters or divisions located within the regional area's boundaries or in close proximity include telephone and electric service companies, computer hardware and electrical controls manufacturers, tourist attractions, fertilizer manufacturers, MacDill Air Force Base, an Amazon Fulfillment Center and the Port of Tampa. Institutions of higher learning located in the regional area include the University of South Florida, the University of Tampa, St. Petersburg College, Eckerd College and the Stetson University College of Law.

The area's Metropolitan Statistical Area unemployment rate of 6.6% as of September 30th is lower than the national rate of 7.9% and lower than the statewide rate of 7.4%. The region's growth and economic diversity are expected to be the basis for continued health of the local economy in coming years.

The Authority's ability to fund its operations is heavily dependent on a millage levy generated from property taxes. The millage rate for FY 2020 was 0.7500. For FY 2021, the PSTA Board approved maintaining the millage rate of 0.7500 mills.

**Financial Policies:** During fiscal year 2020, Liability Debt Management, Cash Reserve and Investment Policies were reviewed, and any revisions did not have any impact on the current period's financial statements.

**Long-Range Financial Planning:** Due to the significant investment in buses and bus facilities used for service delivery and the necessary funding required to refurbish and to replace those assets when needed, the Authority has been building up resources in the capital reserve. As of September 30, 2020, the Authority's unrestricted net position totaled \$12.6 million.

### Awards

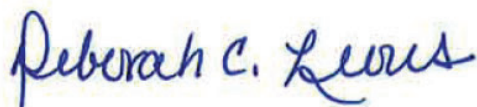
The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to PSTA for its Comprehensive Annual Financial Report for the fiscal year ended September 30, 2019. This was the seventh consecutive year that the government has achieved this prestigious award. In order to be awarded a Certificate of Achievement, a government must publish an easily readable and efficiently organized Comprehensive Annual Financial Report. This report must satisfy both generally accepted accounting principles and applicable legal requirements.

A Certificate of Achievement is valid for a period of one year only. We believe our current Comprehensive Annual Financial Report continues to meet the Certificate of Achievement Program's requirements and we are submitting it to the GFOA to determine its eligibility for another certificate.

### Acknowledgements

The preparation of this report would not have been without the efficient and dedicated service of the entire staff of the Finance Division. We wish to express our appreciation to all members of the Division who assisted and contributed to the preparation of this report. Credit also must be given to the governing Board of Directors for their unfailing support for maintaining the highest standards of professionalism in the management of the Pinellas Suncoast Transit Authority's finances.

Respectfully Submitted,



Deborah C. Leous  
Chief Financial Officer



Brad Miller  
Chief Executive Officer



Government Finance Officers Association

Certificate of  
Achievement  
for Excellence  
in Financial  
Reporting

Presented to

**Pinellas Suncoast Transit Authority  
Florida**

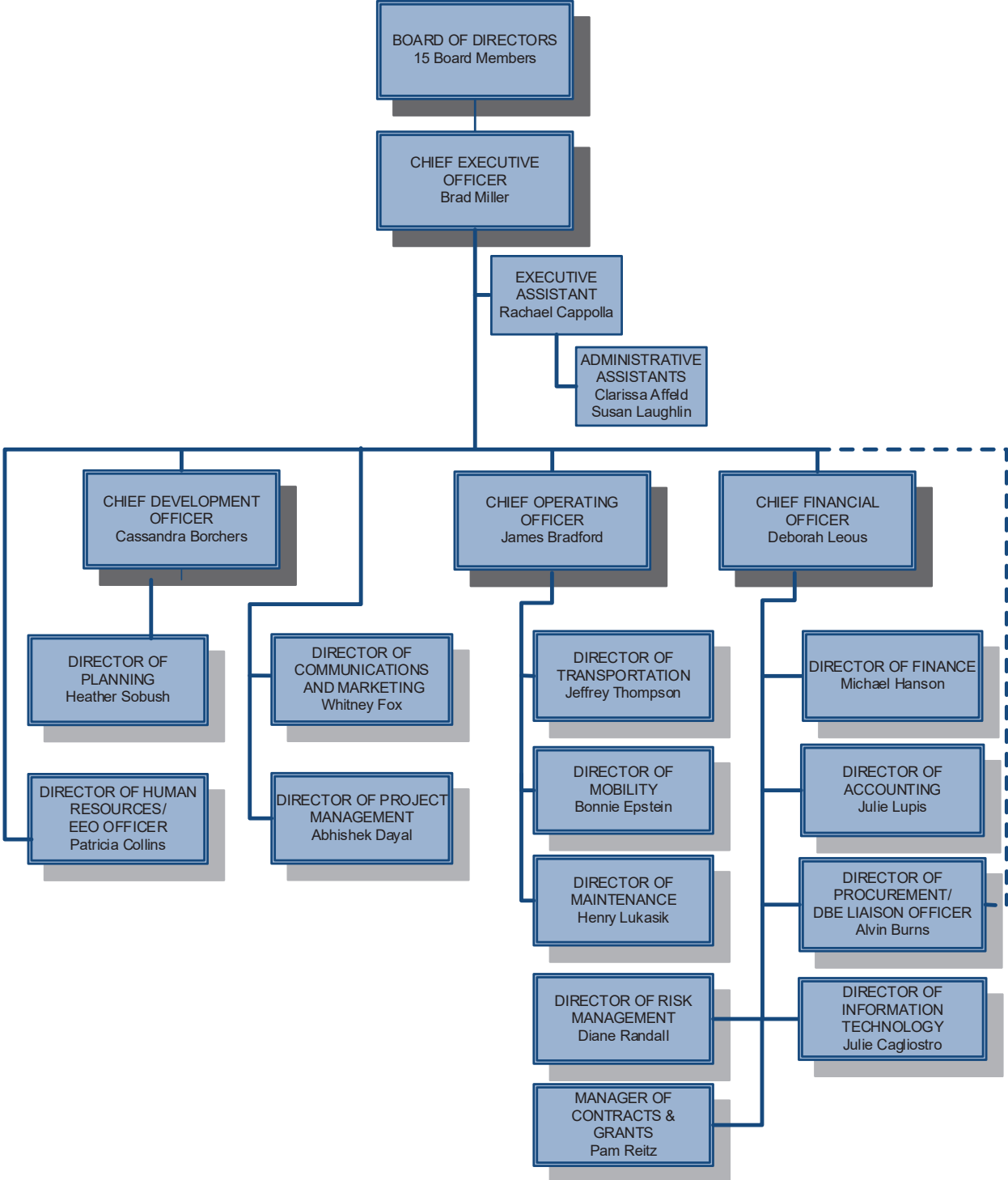
For its Comprehensive Annual  
Financial Report  
For the Fiscal Year Ended

September 30, 2019

*Christopher P. Morrill*

Executive Director/CEO

Organization Chart  
As of September 30, 2020



**PINELLAS SUNCOAST TRANSIT AUTHORITY**

**Elected and Appointed Officials  
As of September 30, 2020**

**Board of Directors  
Officers**

**Joseph Barkley, Chairperson  
Pat Gerard, Vice-Chairperson  
Gina Driscoll, Secretary/Treasurer**

**City of Belleair Bluffs**

Joseph Barkley

**City of Clearwater**

David Allbritton

**City of Dunedin**

Heather Gracy

**City of Largo**

Jamie Robinson

**City of Pinellas Park**

Keith Sabiel

**City of St. Petersburg**

Gina Driscoll  
Darden Rice  
Joshua Shulman

**North Redington Beach**

Richard Bennett

**Oldsmar**

Dan Saracki

**Pinellas County**

Vince Cocks  
Pat Gerard  
Charlie Justice  
Janet Long  
Kenneth Welch

**Chief Executive Officer**

Brad Miller

**General Counsel**

Bryant Miller Olive

PINELLAS SUNCOAST TRANSIT AUTHORITY  
**BOARD OF DIRECTORS**

As of September 30, 2020

**Chairperson**  
**Vice-Chairperson**  
**Secretary/Treasurer**



**Joseph Barkley**  
Commissioner  
City of Belleair Bluffs



**Pat Gerard**  
Commissioner  
Pinellas County



**Gina Driscoll**  
Councilmember  
City of St. Petersburg



**David Allbritton**  
Clearwater  
Councilmember



**Richard Bennett**  
Commissioner  
North Redington Beach



**Vince Cocks**  
Citizen  
Pinellas County



**Heather Gracy**  
Commissioner  
Dunedin



**Charlie Justice**  
Commissioner  
Pinellas County



**Janet Long**  
Commissioner  
Pinellas County



**Darden Rice**  
Councilmember  
City of St. Petersburg



**Jamie Robinson**  
Commissioner  
City of Largo



**Keith Sabiel**  
Vice-Mayor  
City of Pinellas Park



**Dan Saracki**  
Council Member  
Oldsmar



**Joshua Shulman**  
Citizen  
City of St. Petersburg



**Kenneth Welch**  
Commissioner  
Pinellas County



**Directory of Officials  
As of September 30, 2020**



**Brad Miller, Chief Executive Officer**

**Cassandra Borchers, Chief Development Officer**

**James Bradford, Chief Operating Officer**

**Deborah C. Leous, Chief Financial Officer**

**Alvin Burns, Director of Procurement/DBE Liaison Officer**

**Julie Cagliostro, Director of Information Technology**

**Patricia Collins, Director of Human Resources/Acting EEO Officer**

**Abhishek Dayal, Director of Project Management**

**Bonnie Epstein, Director of Mobility on Demand**

**Whitney Fox, Director of Communications & Marketing**

**Michael Hanson, Director of Finance**

**Henry Lukasik, Director of Maintenance**

**Julie Lupis, Director of Accounting**

**Diane Randall, Director of Risk Management**

**Heather Sobush, Director of Planning**

**Jeffrey Thompson, Director of Transportation**

**SECTION II**  
**FINANCIAL SECTION**

## Report of Independent Auditor

To the Board of Directors  
Pinellas Suncoast Transit Authority  
St. Petersburg, Florida

### **Report on the Financial Statements**

We have audited the accompanying financial statements of the Pinellas Suncoast Transit Authority, aka: PSTA (the “Authority”), as of and for the year ended September 30, 2020, and the related notes to the financial statements, which collectively comprise the Authority’s basic financial statements as listed in the table of contents.

### ***Management’s Responsibility for the Financial Statements***

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

### ***Auditor’s Responsibility***

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor’s judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity’s preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity’s internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation in the financial statements.

We believe the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

### ***Opinion***

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the Pinellas Suncoast Transit Authority, as of September 30, 2020, and the respective changes in financial position and its cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

### ***Emphasis of Matter***

As discussed in Note 10(d) to the financial statements, in March 2020 the World Health Organization declared COVID-19 a global pandemic. Given the uncertainty of the situation and the duration of any business disruption, the related financial impact cannot be reasonably estimated at this time. Our opinion is not modified with respect to this matter.

### ***Prior Period Financial Statements***

The financial statements of the Authority as of and for the year ended September 30, 2019 were audited by other auditors whose report, dated May 15, 2020, expressed an unmodified opinion on those statements.

## **OTHER MATTERS**

### ***Required Supplementary Information***

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis, schedule of changes in liability and related ratios—other postemployment benefits, and schedules of the Authority's proportionate share of the net pension liability and of its contributions—pension plans, as listed in the table of contents, be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

### ***Other Information***

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the Authority's basic financial statements. The introductory section and statistical section are presented for purposes of additional analysis and are not a required part of the basic financial statements. The accompanying schedule of expenditures of federal awards and state financial assistance is presented for the purposes of additional analysis as required by Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance) and Chapter 10.550, Rules of the Auditor General—Local Governmental Entity Audits, respectively, and is also not a required part of the basic financial statements.

The schedule of expenditures of federal awards and state financial assistance is the responsibility of management and were derived from and relate directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, such information is fairly stated in all material respects in relation to the basic financial statements as a whole.

The introductory and statistical sections have not been subjected to the auditing procedures applied in the audit of the basic financial statements and, accordingly, we do not express an opinion or provide any assurance on them.

**Other Reporting Required by *Government Auditing Standards***

In accordance with *Government Auditing Standards*, we have also issued our report dated March 31, 2021, on our consideration of the Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements, and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Authority's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control over financial reporting and compliance.

Cherry Bekaert LLP

Tampa, Florida  
March 31, 2021

# PINELLAS SUNCOAST TRANSIT AUTHORITY

## Management's Discussion and Analysis

For the Year Ended September 30, 2020 and 2019  
(Unaudited)

### INTRODUCTION

The following Management's Discussion and Analysis (MD&A) of the Pinellas Suncoast Transit Authority's ("The Authority") financial performance provides an overview of the financial activities for the fiscal years (FY) ended September 30, 2020 and 2019. Information contained in this MD&A has been prepared by the Authority's management and should be considered in conjunction with the financial statements and the notes of the financial statements.

The notes are essential to a full understanding of the data contained in the financial statements. This report also presents certain required supplementary information regarding pension and other post-employment benefits.

### OVERVIEW OF THE FINANCIAL STATEMENTS

The financial section of this annual report consists of three parts: MD&A, the basic financial statements, and the notes to the financial statements. The basic financial statements include the Statements of Net Position, the Statements of Revenues, Expenses and Changes in Net Position, and the Statements of Cash Flows.

Analysis of the Statements of Net Position and the Statements of Revenues, Expenses and Changes in Net Position illustrate whether the Authority's financial position has improved as a result of the year's activities. The Statements of Net Position presents information on all of the Authority's assets, deferred outflows, liabilities and deferred inflows, with the difference between the two reported as net position. Over time, the increases and decreases in net position may serve as an indicator of whether the financial position of the Authority is improving or deteriorating. The Statements of Revenues, Expenses and Changes in Net Position reflect how the operating and non-operating activities of the Authority affected changes in the net position of the Authority. These activities are recorded under the accrual basis of accounting reflecting the timing of the underlying event regardless of the timing of related cash flows. The Statements of Cash Flows presents information on the Authority's cash and cash equivalent activities for the fiscal year resulting from operating activities, noncapital financing activities, capital and related financing activities and investing activities. The net result of these activities added to the beginning of the year cash balance reconciles to the cash and cash equivalent balance at the end of the current fiscal year.

The financial statements also include notes that further explain certain information in the financial statements and provide more detailed data.

Although the financial statements provide useful information in assessing the financial health of the Authority, consideration of other factors not shown on the financial reports should be evaluated to assess the Authority's true financial condition. Factors such as changes in the Authority's tax base and the condition of the Authority's asset base are also important when assessing the overall financial condition of the Authority.

# PINELLAS SUNCOAST TRANSIT AUTHORITY

## Management's Discussion and Analysis

For the Year Ended September 30, 2020 and 2019  
(Unaudited)

### OVERVIEW OF THE FINANCIAL STATEMENTS (CONTINUED)

Government entities typically account for activities by utilizing "fund" accounting. A fund is a grouping of related accounts that is used to maintain control or restrict the use of resources that have been segregated for specific activities or objectives. The Authority uses only one fund, an enterprise fund, which reports all business type activities of the Authority.

### FISCAL YEAR 2020 FINANCIAL ANALYSIS OF THE AUTHORITY

- For FY 2020 the net position of the Authority is \$98.3 million. Of this amount, \$85.5 million is the net investment in capital assets, \$159.4 thousand is restricted grantor resources, and \$12.6 million is unrestricted. Through the adoption of a reserve policy, the Board of Directors has committed \$14.7 million for a two months operating reserve and \$3.9 million for a self-insurance reserve for the following fiscal year. A 5-year capital plan has been approved by the Board of Directors that includes the use of \$15.5 million in reserves for capital asset replacement.
- Total assets increased by \$3.7 million or 2.6% in FY 2020. Current assets increased by \$6.3 million or 11.8%, and capital assets decreased by \$2.6 million or 2.9%.
- The change in liabilities at the close of the fiscal year reflects an increase of \$7.2 million or 14.1% primarily due to an increase in the net pension liability.
- Based on the most recent actuarial valuation as of September 30, 2020, prepared by the Authority's independent actuary, PSTA risk management liabilities for general liability and workers' compensation increased by approximately \$152.4 thousand or 4.1% to \$3.9 million.
- The Authority's total net position decreased by \$1.2 million or 1.2% from FY 2019. The decrease is attributable to an increase in total liabilities offset by an increase in total assets. Deferred outflows increased by \$803.2 thousand or 6.7% and deferred inflows decreased by \$1.4 million or 42.2% due to pension related amounts.

### FISCAL YEAR 2019 FINANCIAL ANALYSIS OF THE AUTHORITY

- For FY 2019 the net position of the Authority is \$99.5 million. Of this amount, \$86.7 million is the net investment in capital assets, \$30.9 thousand is restricted grantor resources, and \$12.8 million is unrestricted. Through the adoption of a reserve policy, the Board of Directors has committed \$14.2 million for a two months operating reserve and \$3.8 million for a self-insurance reserve for the following fiscal year. A 5-year capital plan has been approved by the Board of Directors that includes the use of \$14.4 million in reserves for capital asset replacement.
- Total assets increased by \$11.9 million or 9.1% in FY 2019. Current assets decreased by \$156 thousand or .3%, and capital assets increased by \$12.0 million or 15.8%.
- The change in liabilities at the close of the fiscal year reflects an increase of \$7.5 million or 17.1% due primarily due to an increase in the net pension liability.

**PINELLAS SUNCOAST TRANSIT AUTHORITY**

**Management's Discussion and Analysis**

**For the Year Ended September 30, 2020 and 2019  
(Unaudited)**

- Based on the most recent actuarial valuation as of September 30, 2019, prepared by the Authority's independent actuary, PSTA risk management liabilities for general liability and workers' compensation decreased by approximately \$174 thousand or 4.4% to \$3.8 million.
- The Authority's total net position increased by \$5.6 million or 5.9% from FY 2018. The increase is attributable to an increase in total assets offset by an increase in total liabilities. Deferred outflows increased by \$577.7 thousand or 5.1% and deferred inflows decreased by \$588.5 thousand or 15.0% due to pension related amounts.

**THE AUTHORITY'S CONDENSED STATEMENTS OF NET POSITION**

	<u>2020</u>	<u>2019</u>	<u>Dollar Increase (Decrease)</u>	<u>Percentage Change</u>	<u>2018</u>
Assets:					
Current and other assets	\$ 59,923,188	\$ 53,600,762	\$ 6,322,426	11.8%	\$ 53,756,598
Capital assets	<u>85,762,071</u>	<u>88,344,893</u>	<u>(2,582,822)</u>	<u>(2.9%)</u>	<u>76,316,083</u>
Total assets	<u>145,685,259</u>	<u>141,945,655</u>	<u>3,739,604</u>	<u>2.6%</u>	<u>130,072,681</u>
Deferred outflow of resources	<u>12,732,588</u>	<u>11,929,362</u>	<u>803,226</u>	<u>6.7%</u>	<u>11,351,659</u>
Liabilities:					
Current liabilities	8,583,661	8,820,560	(236,899)	(2.7%)	6,488,248
Noncurrent liabilities	<u>49,641,697</u>	<u>42,224,689</u>	<u>7,417,008</u>	<u>17.6%</u>	<u>37,089,016</u>
Total liabilities	<u>58,225,358</u>	<u>51,045,249</u>	<u>7,180,109</u>	<u>14.1%</u>	<u>43,577,264</u>
Deferred inflow of resources	<u>1,926,407</u>	<u>3,335,524</u>	<u>(1,409,117)</u>	<u>(42.2%)</u>	<u>3,924,052</u>
Net position:					
Net investment in capital assets	85,482,712	86,661,740	(1,179,028)	(1.4%)	75,483,987
Restricted	159,449	30,925	128,524	415.6%	55,289
Unrestricted	<u>12,623,921</u>	<u>12,801,579</u>	<u>(177,658)</u>	<u>(1.4%)</u>	<u>18,383,748</u>
Total net position	<u>\$ 98,266,082</u>	<u>\$ 99,494,244</u>	<u>\$ (1,228,162)</u>	<u>(1.2%)</u>	<u>\$ 93,923,024</u>



# PINELLAS SUNCOAST TRANSIT AUTHORITY

## Management's Discussion and Analysis

For the Year Ended September 30, 2020 and 2019  
(Unaudited)

### THE AUTHORITY'S OPERATING FINANCIAL ACTIVITY

As noted earlier, PSTA uses only one fund, an enterprise fund, to comply with Generally Accepted Accounting Principles (GAAP) and Governmental Accounting Standards Board (GASB) mandated reporting requirements. The Authority's operations consist of providing virtually all public transportation services in Pinellas County, Florida. These services include fixed route, demand response, and specialized services.

The Statements of Revenues, Expenses and Changes in Fund Net Position show how the Authority's net position changed during the current and previous fiscal year as a result of operations. These changes are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of the related cash flows. Thus, some revenues and expenses reported in this statement will only affect future cash flows.

#### **The Following Summary Represents the FY 2020 Operating Results Compared to FY 2019:**

##### **Revenues**

- Total operating and non-operating revenues for FY 2020 totaled \$87,857,000 a \$6,454,000 increase or 7.9% over FY 2019.
- Passenger fares, including demand response fares, decreased \$5,821,000 or 54.6% as a result of going fare free in March 2020 due to the COVID-19 pandemic.
- Advertising income increased \$119,000 or 18.0%.
- Federal maintenance assistance decreased \$404,000 or 8.1%.
- State operating assistance increased \$387,000 or 8.9%.
- Other Federal grants increased by \$9,897,000 or 377.9% primarily due to FTA CARES Act funding which was provided through the Federal Transit Formula Grant.
- Special project assistance - state grants decreased \$1,335,000 or 23.1% primarily due to decreased funding for the Transit Disadvantaged program and funding for the Route 100X Extension due to service being suspended during the pandemic.
- Special project assistance – local grants decreased \$303,000 or 17.7% due to funding for trolley services that were impacted by the pandemic.
- Property tax revenues increased \$3,918,000 or 8.0% due to an increase in property values.
- Investment income decreased \$240,000 or 21.5% due to decreased interest rates.
- Fuel tax refunds decreased \$64,000 or 9.9% due to decreased fuel purchases.
- The net change in other revenues (expenses) of \$301,000 or 143.0% was primarily due to a decrease on losses of disposal of capital assets, no liquidated damages, and reduced staff resources time charged to the Tampa Bay Regional Transit Authority (TBARTA).

# PINELLAS SUNCOAST TRANSIT AUTHORITY

## Management's Discussion and Analysis

For the Year Ended September 30, 2020 and 2019  
(Unaudited)

### Expenses

- Total operating expenses decreased \$296,000 or .3% over FY 2019. The majority of the decrease was due to decreased purchased transportation costs offset by an actuarially determined increase in pension and post-employment benefits.
- Operations expenses decreased \$242,000 or .6% primarily due to decreased salaries and overtime offset by actuarial increases in pension and the post-employment benefits.
- Purchased transportation decreased increased \$1,585,000 or 13.1% due to decreased paratransit and trolley services during the pandemic.
- Maintenance expenses increased \$556,000 or 4.6% due to costs related to the pandemic.
- Administration and finance expenses increased \$707,000 or 4.2% primarily due to an actuarially determined increase in pension and post-employment benefits.
- Marketing expenses increased \$268,000 or 31.5% due primarily to increased marketing costs for the SunRunner bus rapid transit project and an actuarially determined increase in pension and post-employment benefits.

### Capital Grants and Other Related Revenues

Capital grants and other related revenues decreased by \$13,884,000 or 80.4% due to no bus procurements received in FY 2020 compared to FY 2019. Due to the pandemic the bus order was not received until FY 2021.

### The Following Summary Represents the FY 2019 Operating Results Compared to FY 2018:

#### Revenues

- Total operating and non-operating revenues for FY 2019 totaled \$81,402,000 a \$5,609,000 increase or 7.4% over FY 2018.
- Passenger fares, including demand response fares, decreased \$311,000 or 2.8%.
- Advertising income increased \$45,000 or 7.3%.
- Federal maintenance assistance decreased \$51,000 or 1.0%.
- State operating assistance increased \$19,000 or .4%.
- Other Federal grants increased by \$1,114,000 or 74% primarily due development of the Transit Asset Management Plan and additional planning projects including the Community Bus Plan.

## PINELLAS SUNCOAST TRANSIT AUTHORITY

### Management's Discussion and Analysis

#### For the Year Ended September 30, 2020 and 2019 (Unaudited)

- Special project assistance - state grants increased \$762,000 or 15.2%.
- Special project assistance – local grants increased \$432,000 or 33.7% due to an increase in funding for trolley services.
- Property tax revenues increased \$3,725,000 or 8.21% due to an increase in property values.
- Investment income increased \$305,000 or 37.6% due to an increase in interest rates.
- Fuel tax refunds increased \$8,000 or 1.3%.
- The net change in other revenues (expenses) of \$438,000 or 192.3% was primarily due to a decrease on losses of disposal of capital assets.

#### Expenses

- Total operating expenses increased \$8,183,000 or 10.7% over FY 2018. The majority of the increase is due to actuarially determined increase in pension and post-employment benefits.
- Operations expenses increased \$4,302,000 or 11.2% primarily due to actuarial increases in pension and the post- employment benefits.
- Purchased transportation increased \$495,000 or 4.3% due to an increase in DART program costs as well increased services provided by the Jolley Trolley.
- Maintenance expenses increased \$693,000 or 6.0%.
- Administration and finance expenses increased \$2,783,000 or 20% due to an increase in wages, and fringe benefits and an increase in computer software services.
- Marketing expenses decreased \$91,000 or 9.6% due to a decrease in wages and fringe benefits due to vacancies.

#### Capital Grants and Other Related Revenues

Capital grants and other related revenues increased \$13,498,000 in FY 2019 due to an increase in bus procurements in FY 2019 compared to FY 2018.

**PINELLAS SUNCOAST TRANSIT AUTHORITY**

**Management's Discussion and Analysis**

**For the Year Ended September 30, 2020 and 2019  
(Unaudited)**

**THE AUTHORITY'S STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET POSITION**

	<u>2020</u>	<u>2019</u>	<u>Dollar Increase (Decrease)</u>	<u>Percentage Change</u>	<u>2018</u>
Operating revenues:					
Passenger fares	\$ 4,165,445	\$ 9,129,892	\$ (4,964,447)	(54.4%)	\$ 9,473,561
Demand response	677,032	1,533,743	(856,711)	(55.9%)	1,501,156
Advertising revenue	779,180	660,371	118,809	18.0%	615,234
Total operating revenues	<u>5,621,657</u>	<u>11,324,006</u>	<u>(5,702,349)</u>	<u>(50.4%)</u>	<u>11,589,951</u>
Nonoperating revenues:					
Federal maintenance assistance	4,571,923	4,975,583	(403,660)	(8.1%)	5,026,849
State operating assistance	4,709,570	4,322,748	386,822	8.9%	4,303,778
Other federal grants	12,515,684	2,618,763	9,896,921	377.9%	1,504,617
Special project assistance - state grants	4,448,877	5,784,028	(1,335,151)	(23.1%)	5,022,559
Special project assistance - local grants	1,412,272	1,715,148	(302,876)	(17.7%)	1,282,808
Property tax revenues	53,031,249	49,113,559	3,917,690	8.0%	45,389,030
Investment income	874,486	1,114,257	(239,771)	(21.5%)	809,788
Fuel tax refunds	580,645	644,668	(64,023)	(9.9%)	636,416
Other, net	90,453	(210,359)	300,812	(143.0%)	228,008
Total nonoperating revenues	<u>82,235,159</u>	<u>70,078,395</u>	<u>12,156,764</u>	<u>17.3%</u>	<u>64,203,853</u>
Total operating and nonoperating revenues	<u>87,856,816</u>	<u>81,402,401</u>	<u>6,454,415</u>	<u>7.9%</u>	<u>75,793,804</u>
Operating expenses:					
Operations	42,631,142	42,873,233	(242,091)	(0.6%)	38,570,917
Purchased transportation	10,538,164	12,123,292	(1,585,128)	(13.1%)	11,627,971
Maintenance	12,759,510	12,203,763	555,747	4.6%	11,510,788
Administration and finance	17,389,460	16,682,258	707,202	4.2%	13,898,829
Marketing	1,120,625	852,508	268,117	31.5%	943,235
Total operating expenses	<u>84,438,901</u>	<u>84,735,054</u>	<u>(296,153)</u>	<u>(0.3%)</u>	<u>76,551,740</u>
Depreciation	8,725,291	8,984,115	(258,824)	(2.9%)	8,372,047
Total operating expenses and depreciation	<u>93,164,192</u>	<u>93,719,169</u>	<u>(554,977)</u>	<u>(0.6%)</u>	<u>84,923,787</u>
(Loss) before capital grants	(5,307,376)	(12,316,768)	7,009,392	(56.9%)	(9,129,983)
Capital grants and other related revenues	3,379,540	17,263,244	(13,883,704)	(80.4%)	3,764,851
Contributed capital - local government	690,790	532,825	157,965	29.6%	637,254
Contributed capital - private sources	8,884	91,919	(83,035)	(90.3%)	38,746
Increase (decrease) in net position	(1,228,161)	5,571,220	(6,799,381)	(122.0%)	(4,689,132)
Net position, beginning of year	<u>99,494,244</u>	<u>93,923,024</u>	<u>5,571,220</u>	<u>5.9%</u>	<u>98,612,156</u>
Net position, end of year	\$ <u>98,266,082</u>	\$ <u>99,494,244</u>	\$ <u>(1,228,162)</u>	<u>(1.2%)</u>	\$ <u>93,923,024</u>

# PINELLAS SUNCOAST TRANSIT AUTHORITY

## Management's Discussion and Analysis

For the Year Ended September 30, 2020 and 2019  
(Unaudited)

### CAPITAL ASSETS

The Authority has invested \$85.8 million in capital assets (net of accumulated depreciation). Approximately 43% of the investment represents revenue-generating equipment and 33% represents the building and improvements at the close of fiscal year September 30, 2020.

### Capital Assets, Net of Accumulated Depreciation

Significant projects in fiscal year 2020 include the commencement of the construction on the SunRunner Bus Rapid Transit (BRT) project, installation of operator safety shield equipment on the buses, and installation of a heavy-duty bus lift.

Additional information regarding capital assets can be found in Note 4 to the financial statements.

			Percent of Total		
	2020	2019	2020	2019	2018
Land	\$ 6,961,677	\$ 6,961,677	8%	8%	\$ 6,961,677
Buildings and improvements	28,612,666	30,254,217	33%	34%	31,029,316
Revenue equipment	36,725,194	40,404,057	43%	45%	29,138,921
Furniture and other	1,747,761	1,376,140	2%	2%	1,345,173
Capital assets in progress	11,714,773	9,348,802	14%	11%	7,840,996
Total	\$ 85,762,071	\$ 88,344,893	100%	100%	\$ 76,316,083

### Long-Term Debt Administration

The Authority has no long-term debt.

### Economic Factors and Next Year's Budget and Rates

Due to the COVID-19 pandemic, PSTA has assumed that fares would not be collected until Spring of 2021. Therefore, the budgeted revenue would be in line with FY 2020 actual fares collected, and about half of what would be traditionally recognized prior to the pandemic. PSTA is budgeting \$15.1 million in CARES Act funding. The budget looks to increase non-traditional sources of revenue such as partnerships with municipalities for capital projects and increased operating assistance for purchased transportation. Increased property values increase estimated property tax revenues by 7.9%.

The budget also includes on-going construction of the SunRunner Bus Rapid Transit (BRT) project, a Transit Oriented Development study along the BRT corridor, design of a Clearwater Multimodal Terminal, receipt of 20 new trolley buses and two electric buses.

PSTA's budget includes use of on-demand transportation for paratransit services and a new provider for scheduled paratransit services, as the current provider is ceasing operations during FY 2021.

# PINELLAS SUNCOAST TRANSIT AUTHORITY

## Management's Discussion and Analysis

### For the Year Ended September 30, 2020 and 2019 (Unaudited)

In addition, PSTA along with transit agencies from Hillsborough, Pasco, Hernando, and Sarasota counties are implementing a regional revenue collection system through electronic fare payments. The goal of the project is to enhance mobility of passengers between its respective jurisdictions. The project will be completed in Fiscal Year 2022.

#### **FY 2021 BUDGET**

The PSTA Board approved the FY 2021 budget on September 30, 2020. The FY 2021 Operating and Capital budget totaled \$162,488,210 compared to the FY 2020 budget of \$132,505,843 or \$29,982,367 (22.6% more than the FY 2020 budget). In FY 2021, total operating budget expenses of \$88,379,120 and operating and non-operating revenues of 90,311,999 will result in an operating surplus of \$1,932,879 that will be transferred to reserves.

The Authority also developed a multi-year operating plan covering FY 2021 through FY 2025.

In addition, the Authority developed a five-year Capital Improvement Program Budget covering FY 2021 through FY 2025 with available funding for capital acquisition of vehicles and equipment, and completion of the SunRunner BRT.

#### **Requests for Information**

This financial report is designed to provide a general overview of the Pinellas Suncoast Transit Authority's finances for all those with an interest in the Authority's finances. Questions concerning any of the information provided in this report or requests for additional financial information should be addressed to the office of the Chief Financial Officer, Pinellas Suncoast Transit Authority, and 3201 Scherer Drive, St. Petersburg, Florida 33716.

**PINELLAS SUNCOAST TRANSIT AUTHORITY**

**Statements of Net Position  
September 30, 2020 and 2019**

Assets	<u>2020</u>	<u>2019</u>
<b>Current assets:</b>		
Cash and cash equivalents	\$ 44,325,509	\$ 46,417,170
Accounts receivable, net of allowance of \$0 and \$0	1,342,199	1,539,634
Grants receivable	11,024,011	3,030,911
Inventories	2,898,621	2,182,100
Prepaid expenses	<u>332,848</u>	<u>430,947</u>
Total current assets	<u>59,923,188</u>	<u>53,600,762</u>
<b>Capital assets:</b>		
Land	6,961,677	6,961,677
Buildings and improvements	54,825,937	54,675,550
Revenue equipment	109,076,360	107,535,530
Furniture and other	9,494,558	8,604,667
Capital assets in progress	<u>11,714,773</u>	<u>9,348,802</u>
	192,073,305	187,126,226
Less accumulated depreciation	<u>106,311,234</u>	<u>98,781,333</u>
Total capital assets	<u>85,762,071</u>	<u>88,344,893</u>
Total assets	<u>145,685,259</u>	<u>141,945,655</u>
<b>Deferred Outflows of Resources</b>		
Deferred outflow of resources - other post-employment benefit related amounts	580,996	550,640
Deferred outflow of resources - pension related amounts	<u>12,151,592</u>	<u>11,378,722</u>
Total deferred outflow of resources	<u>12,732,588</u>	<u>11,929,362</u>
<b>Liabilities</b>		
<b>Current liabilities:</b>		
Accounts payable	2,336,995	3,873,930
Accrued expenses	2,331,338	1,959,518
Total other post-employment benefit liability	216,286	385,118
Compensated absences	51,137	46,294
Claims and judgments	1,231,449	1,215,409
Unearned revenue	2,283,193	1,124,642
Net pension liability due within one year	<u>133,263</u>	<u>215,649</u>
Total current liabilities	<u>8,583,661</u>	<u>8,820,560</u>
<b>Noncurrent liabilities:</b>		
Total other post-employment benefit liability	2,452,283	2,067,165
Compensated absences	2,849,812	2,579,953
Claims and judgments	2,679,399	2,543,039
Net pension liability	<u>41,660,203</u>	<u>35,034,532</u>
Total noncurrent liabilities	<u>49,641,697</u>	<u>42,224,689</u>
Total liabilities	<u>58,225,358</u>	<u>51,045,249</u>
<b>Deferred Inflows of Resources</b>		
Deferred inflow of resources - other post-employment benefit related amounts	581,030	682,712
Deferred inflow of resources - pension related amounts	<u>1,345,377</u>	<u>2,652,812</u>
Total deferred inflow of resources	<u>1,926,407</u>	<u>3,335,524</u>
<b>Net Position</b>		
Net investment in capital assets	85,482,712	86,661,740
Restricted grantor resources and contractually restricted cash	159,449	30,925
Unrestricted	<u>12,623,921</u>	<u>12,801,579</u>
Total net position	<u>\$ 98,266,082</u>	<u>\$ 99,494,244</u>

See accompanying notes to financial statements.

**PINELLAS SUNCOAST TRANSIT AUTHORITY**  
**Statements of Revenues, Expenses, and Changes in Net Position**  
**For the Years Ended September 30, 2020 and 2019**

	<u>2020</u>	<u>2019</u>
Operating revenues:		
Passenger fares	\$ 4,165,445	\$ 9,129,892
Demand response	677,032	1,533,743
Advertising revenue	779,180	660,371
	<u>5,621,657</u>	<u>11,324,006</u>
Total operating revenues		
Operating expenses:		
Operations	42,631,142	42,873,233
Purchased transportation	10,538,164	12,123,292
Maintenance	12,759,510	12,203,763
Administration and finance	17,389,460	16,682,258
Marketing	1,120,624	852,508
	<u>84,438,901</u>	<u>84,735,054</u>
Total operating expenses, before depreciation		
Operating loss before depreciation	(78,817,244)	(73,411,048)
Depreciation	<u>8,725,291</u>	<u>8,984,115</u>
Operating loss	<u>(87,542,535)</u>	<u>(82,395,163)</u>
Nonoperating revenues (expenses):		
Federal maintenance assistance grants	4,571,923	4,975,583
State operating assistance grants	4,709,570	4,322,748
Other federal grants	12,515,684	2,618,763
Special project assistance – state grants	4,448,877	5,784,028
Special project assistance – local grants	1,412,272	1,715,148
Property tax revenues	53,031,249	49,113,559
Investment income	874,486	1,114,257
Fuel tax refunds	580,645	644,668
Other, net	90,453	(210,359)
	<u>82,235,159</u>	<u>70,078,395</u>
Total nonoperating revenues		
Loss before capital grants	(5,307,376)	(12,316,768)
Capital grants and other related revenues	<u>3,379,540</u>	<u>17,263,244</u>
Contributed capital - local government	690,790	532,825
Contributed capital - private sources	8,884	91,919
	<u>(1,228,162)</u>	<u>5,571,220</u>
Increase (decrease) in net position		
Net position, beginning of year	<u>99,494,244</u>	<u>93,923,024</u>
Net position, end of year	<u>\$ 98,266,082</u>	<u>\$ 99,494,244</u>

See accompanying notes to financial statements.



**PINELLAS SUNCOAST TRANSIT AUTHORITY**  
**Statements of Cash Flows**  
**For the Years Ended September 30, 2020 and 2019**

	<u>2020</u>	<u>2019</u>
Cash flows from operating activities:		
Receipts from customers	\$ 5,819,091	\$ 11,688,582
Payments to suppliers	(37,089,678)	(31,645,756)
Payments to and on behalf of employees	<u>(44,198,683)</u>	<u>(47,315,401)</u>
Net cash used in operating activities	<u>(75,469,270)</u>	<u>(67,272,575)</u>
Cash flows from noncapital financing activities:		
Property tax revenues	53,031,249	48,790,977
Operating and special project assistance grants	19,665,225	18,948,104
Fuel tax refunds	580,645	644,668
Non-transportation revenue	<u>1,249,004</u>	<u>797,843</u>
Net cash provided by noncapital financing activities	<u>74,526,123</u>	<u>69,181,592</u>
Cash flows from capital and related financing activities:		
Purchases of capital assets	(5,406,272)	(21,028,235)
Capital grants	3,379,540	17,263,244
Proceeds from sale of capital assets	<u>3,732</u>	<u>326,422</u>
Net cash used in capital financing activities	<u>(2,023,000)</u>	<u>(3,438,569)</u>
Cash flows from investing activities:		
Investment income	<u>874,486</u>	<u>1,101,355</u>
Net cash provided by investing activities	<u>874,486</u>	<u>1,101,355</u>
Net decrease in cash and cash equivalents	(2,091,661)	(428,197)
Cash and cash equivalents, beginning of year	<u>46,417,170</u>	<u>46,845,367</u>
Cash and cash equivalents, end of year	<u>\$ 44,325,509</u>	<u>\$ 46,417,170</u>
Reconciliation of operating loss to net cash used in operating activities:		
Operating loss	\$ (87,542,535)	\$ (82,395,163)
Adjustments to reconcile operating loss to net cash used in operating activities:		
Depreciation	8,725,291	8,984,115
(Increase) Decrease in Assets and Deferred Outflows:		
Accounts receivable	197,435	286,297
Inventory	(716,521)	(37,669)
Prepaid Expenses	98,099	98,134
OPEB and Pension Related Deferred Outflows	(803,226)	(577,703)
Increase (Decrease) in Liabilities and Deferred Inflows:		
Accounts Payable	(1,577,189)	1,341,188
Accrued Expenses	371,820	320,074
Compensated Absences	274,702	166,282
Claims and Judgements Payable	152,400	(174,168)
OPEB and Pension Related Liabilities and Deferred Inflows	<u>5,350,454</u>	<u>4,716,038</u>
Net cash used in operating activities	<u>\$ (75,469,270)</u>	<u>\$ (67,272,575)</u>
Schedule of noncash transactions:		
Purchase of capital assets included in accounts payable	279,359	1,683,153
Contributed capital assets	<u>699,674</u>	<u>624,744</u>
Total Noncash Investing, Capital and Financing Activities	<u>\$ 979,033</u>	<u>\$ 2,307,897</u>

See accompanying notes to financial statements.

# PINELLAS SUNCOAST TRANSIT AUTHORITY

## Notes to Financial Statements

### (1) Summary of Significant Accounting Policies

The accounting policies and practices of the Authority have been designed to conform to accounting principles generally accepted in the United States of America (GAAP) as applicable to a government enterprise fund. The following is a summary of the more significant accounting policies:

#### (a) Measurement Focus, Basis of Accounting and Financial Statement Presentation

The accompanying financial statements are reported using the flow of economic resources measurement focus and the accrual basis of accounting. Revenues are recognized in the period in which they are earned, and expenses are recognized in the period incurred, regardless of when the related cash flows take place. Property taxes are recognized as revenue in the year for which they are levied, and grants are recognized as revenue as soon as all eligibility requirements have been met, including that the eligible expenses have been incurred.

#### (b) Cash Equivalents and Investments

Cash equivalents are defined as short-term highly liquid debt investments that are both readily convertible to known amounts of cash and have original maturities of three months or less at the date of purchase. Cash temporarily idle during the year was invested at BankUnited, Citibank, Regions and Synovus. At September 30, 2020, the Authority's deposits were entirely covered by federal depository insurance or by collateral pledged with the State Treasurer pursuant to Chapter 280, *Florida Statutes*. Under this Chapter, in the event of default by a participating financial institution (a qualified public depository), all participating institutions are obligated to reimburse the governmental entity for the loss. This mix of asset allocation provides a strong diversity for a balanced portfolio and has allowed for increased interest income through a competitive bidding process. The Authority has no investments measured at fair value.

#### (c) Accounts Receivable

All trade and other receivables are shown net of an allowance for uncollectible accounts. The receivables are analyzed by management at the end of the year to estimate the amount of the allowance, as applicable.

#### (d) Grants Receivable

Grants receivables represent expenditures for grant eligible items for which reimbursement has not yet been received.

#### (e) Inventories and Prepaid Expenses

Inventories, principally fuel and maintenance parts, are stated at cost (using the moving weighted average cost method).

Certain payments to vendors or other parties reflect cost for contracts or services applicable to future accounting periods and are recorded as prepaid expenses. The cost of prepaid items is recorded as expenses when consumed rather than when purchased.

PINELLAS SUNCOAST TRANSIT AUTHORITY

Notes to Financial Statements

(1) Summary of Significant Accounting Policies - Continued

(f) Capital Assets

Capital assets are recorded at cost. Capital assets, which include property and equipment, are defined as assets with an initial, individual cost of \$5,000 or more with an estimated useful life greater than one year. Major renewals and betterments are treated as capital additions. Expenses for maintenance, repairs, and minor renewals are expensed as incurred. Contributed assets are stated at acquisition value at the date of receipt.

Depreciation is calculated using the straight-line method over the estimated useful life of the asset as follows:

<u>Property Classification</u>	<u>Estimated Useful Life Range</u>
Buildings	5 - 40 years
Improvements	5 - 20 years
Revenue equipment	3 - 12 years
Furniture and other	3 - 10 years

(g) Compensated Absences

The Authority’s policy permits substantially all employees to accumulate a limited amount of earned but unused vacation, certain sick-pay benefits and certain other qualifying absences, which will be paid to the employee upon separation from service. Vacation, eligible sick pay, and other qualifying absences, which have been earned but not paid, have been accrued in the accompanying financial statements.

(h) Pensions

In the statements of net position, liabilities are recognized for the Authority’s proportionate share of each pension plan’s net pension liability. For purposes of measuring the net pension liability, deferred outflows/inflows of resources, and pension expense, information about the fiduciary net position of the Florida Retirement System (FRS) defined benefit plan and the Health Insurance Subsidy (HIS) and additions to/deductions from FRS’s and HIS’s fiduciary net position have been determined on the same basis as they are reported by the FRS and HIS plans. For this purpose, plan contributions are recognized as of employer payroll paid dates and benefit payments and refunds of employee contributions are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

(i) Other Post Employment Benefits (OPEB)

In the statement of net position, a liability is recognized for the Authority’s OPEB liability as determined by an actuarial review of the healthcare coverage purchased by retirees to continue participation in the Authority’s health plan. The Authority is responsible for covering the excess of retiree claims over premium payments made by retirees to the Authority, which creates an other post employment benefit. OPEB expense is recognized immediately for changes in the OPEB liability resulting from current-period service cost, interest on the total OPEB liability and changes of benefit terms.

# PINELLAS SUNCOAST TRANSIT AUTHORITY

## Notes to Financial Statements

### (1) Summary of Significant Accounting Policies - Continued

#### (j) Unearned Revenue

Unearned Revenue is considered a liability until it becomes relevant to the business at hand, such as payment received for work not performed or revenues received which have not been earned.

#### (k) Claims and Judgments

In the statements of net position, liabilities are recognized based upon an actuarial study which is performed annually by an outside professional.

#### (l) Deferred Outflows/Inflows of Resources

In addition to assets, the statements of net position report a separate section for deferred outflows of resources. This separate financial statement element, *deferred outflows of resources*, represents a consumption of net position that applies to a future period(s) and so will *not* be recognized as an outflow of resources (expense/expenditure) until then. The deferred outflows of resources reported in the Authority's statement of net position are related to other post-employment benefit related amounts and the Authority's participation in the Florida

Retirement System Pension Plan and the Retiree Health Insurance Subsidy Program. These amounts will be recognized as increases in post-employment benefit expense and pension expense in future years.

In addition to liabilities, the statements of net position report a separate section for deferred inflows of resources. This separate financial statement element, *deferred inflows of resources*, represents an acquisition of net position that applies to a future period(s) and so will *not* be recognized as an inflow of resources (revenue) until that time. The deferred inflows of resources reported in the Authority's statement of net position are related to other post-employment benefit related amounts and the Authority's participation in the Florida Retirement System Pension Plan and the Retiree Health Insurance Subsidy Program. These amounts will be recognized as reductions in post-employment benefit expense and pension expense in future years.

#### m) Net Position

**Net investment in capital assets** - Consists of capital assets including restricted capital assets, net of accumulated depreciation and related liabilities against those capital assets.

**Restricted net position** - Consists of net position with constraints placed on the use either by (1) external groups, such as creditors, grantors, contributors, or laws or regulations of other governments or (2) law through constitutional provisions or enabling legislation.

**Unrestricted net position** - All other components of net position that do not meet the definition of "restricted" or "net investment in capital assets".

#### (n) Grants

The federal government, State of Florida, Forward Pinellas (the Pinellas Metropolitan Planning Organization), have made available grants to the Authority related to the development of public

# PINELLAS SUNCOAST TRANSIT AUTHORITY

## Notes to Financial Statements

### (1) Summary of Significant Accounting Policies - Continued

transit facilities, which are restricted to acquiring qualifying capital assets and funding certain operating expenses.

Capital grants are reported in a separate line item in the statements of revenues, expenses, and changes in net position. Proceeds equal or greater than \$5,000 from the sale of capital assets originally purchased with funds from federal grants must be reinvested in capital asset purchases approved by the Federal Transit Administration (FTA).

#### (o) Use of Estimates

The preparation of the financial statements, in accordance with GAAP, requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosures of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenue and expenses during the reporting period. Significant items subject to estimates and assumptions include depreciation, the reserve for workers' compensation, general liability claims, pension related amounts, and post-employment benefits other than pensions. Actual amounts could differ from those estimates, particularly given the significant social and economic disruptions and uncertainties associated with the ongoing COVID-19 pandemic and the COVID-19 control responses.

#### (p) Operating Revenues and Expenses

Operating revenues and expenses generally result from providing services in connection with the Authority's principal ongoing operations. The principal operating revenues are fare box revenues, which are fees for public transportation. Operating expenses include the cost of providing the services and depreciation expense on capital assets. All revenues and expenses not meeting this definition are reported as non-operating revenue and expense.

#### (q) Fare Revenues

Cash fares are recorded as revenue at the time services are performed. Pass fares are recorded as revenue at the time passes are sold. Fares were suspended in March 2020 due to the COVID-19 pandemic.

#### (r) Property Tax Revenue

The Authority is a special taxing district that is authorized to levy an ad valorem tax on the taxable real property in the transit area not to exceed 0.7500 mills. The approved ad valorem tax rates for fiscal years 2020 and 2019 were 0.7500.

Property tax collections are governed by Chapter 197, *Florida Statutes*. The Pinellas County Tax Collector bills and collects all property taxes levied within the county. Discounts are allowed for early payment of 4.0% in November, 3.0% in December, 2.0% in January, and 1.0% in February. If property taxes are not paid by April 1, the county adds a 3.0% penalty on real estate taxes and 1.5% penalty on personal property taxes.

The Pinellas County Tax Collector advertises and sells tax certificates on all real property for delinquent taxes. The Pinellas County Tax Collector must receive payment before the certificates are issued. Any person owning land on which a tax certificate has been sold may redeem the tax certificate by paying the Pinellas County Tax Collector the face amount of the

# PINELLAS SUNCOAST TRANSIT AUTHORITY

## Notes to Financial Statements

### (1) Summary of Significant Accounting Policies - Continued

tax certificate plus interest and other costs. The owner of the tax certificate may, at any time after taxes have been delinquent (April 1) for two years, file an application for tax deed sale.

The county, as a certificate owner, may exercise similar procedures two years after taxes have been delinquent. Tax deeds are issued to the highest bidder for the property that is sold at public auction.

The Pinellas County Tax Collector remits current taxes collected through at least four distributions to the Authority in the first two months of the tax year and at least one distribution each month thereafter.

- **Property Tax Calendar**

January 1, 2019 - Property taxes are based on assessed property value at this date as determined by the Pinellas County Property Appraiser.

July 1, 2019 - Property assessment roll and certificates of value provided to the Authority by the Pinellas County Property Appraiser.

July 31, 2019 - Proposed millage rate is approved by the Board of Directors and provided to the Pinellas County Property Appraiser who mails notices to the taxpayers.

September 25, 2019 - Property tax millage rate resolution approved by the Board of Directors.

October 1, 2019 - Beginning of the year for which property taxes have been levied.

November 1, 2019 - Property taxes are due and payable.

April 1, 2020 - Unpaid property taxes become delinquent.

June 1, 2020 - Tax certificates are sold by the Pinellas County Tax Collector.

### (2) Description of Business

The Pinellas Suncoast Transit Authority was formed by an act of the Florida Legislature in 1984 and became effective by majority vote of the electorate in a referendum election of the transit area in Pinellas County, Florida. The Authority is an independent taxing authority whose purpose is to provide effective, modern mass transit service to Pinellas County, Florida. The Authority is governed by a 15-member board of directors made up of elected officials and citizens. The board members are appointed by the county and member cities in accordance with a formula provided by the enabling legislation and serve a three-year term.

### (3) Cash and Cash Equivalents

At September 30, 2020 and 2019, the carrying value of the Authority's cash and cash equivalents was as follows:

**PINELLAS SUNCOAST TRANSIT AUTHORITY**

**Notes to Financial Statements**

**(3) Cash and Cash Equivalents – Continued**

<b>Type</b>	<b>2020</b>	<b>2019</b>
Cash on hand	\$ 25,000	\$ 25,000
Petty cash	950	1,700
Demand deposits	44,299,559	46,390,470
Total cash and cash equivalents	\$ 44,325,509	\$ 46,417,170

The investment returns through fiscal year end September 30, 2020, totaled an average of 132 basis points compared to an average of 215 basis points through fiscal year end September 30, 2019.

**(a) Custodial Credit Risk**

At September 30, 2020 and 2019, all of the Authority’s deposits were entirely covered by federal depository insurance or by collateral pledged with the State Treasurer pursuant to Chapter 280, *Florida Statutes*. Under this Chapter, in the event of default by a participating financial institution (a qualified public depository), all participating institutions are obligated to reimburse the governmental entity for the loss.

**(b) Credit Risk**

The Authority’s Investment Guidelines were reviewed and approved by the Board in August 2017 and reviewed and approved by the Finance and Performance Management Committee in September 2020 with no changes. Pursuant to Florida Statute 218.415 and the Authority’s Investment Guidelines, investments of surplus funds may be made in the following:

- State of Florida Board of Administration Local Government Surplus Funds Trust Fund (Florida PRIME)
- State of Florida Board of Administration Comingled Asset management (CAMPMM)
- Direct Obligations of the US Treasury
- Non-negotiable Interest-Bearing Savings Accounts, Demand Deposit Accounts or Time Certificates of Deposit
- Repurchase Agreements
- Commercial Paper
- Asset Backed Corporate Notes
- Securities and Exchange Commission (SEC) registered Money Market Funds
- Investment Pools/Mutual Funds

As of September 30, 2020, and 2019, the Authority’s cash equivalents consisted of interest-bearing money market accounts and non-negotiable certificates of deposit held by a financial institution.

The investments are not classified as to credit risk because they are not evidenced by securities that exist in book or entry form. The components of investment return include \$874,486 and \$1,114,257 of interest income on cash and cash equivalents for the years ended September 30, 2020 and 2019, respectively.

**PINELLAS SUNCOAST TRANSIT AUTHORITY**

**Notes to Financial Statements**

**(c) Interest Rate Risk**

Interest rate risk is the risk that the fair value of the Authority's investments will decrease as a result of an increase in interest rates. As a means of limiting its exposure to fair value losses arising from rising interest rates, the investment policy states that the Authority is to consider safety of principal, liquidity, and finally yield. Also, as a means of limiting its exposure, the Authority's investment policy prohibits investments in U.S. Treasuries with maturities greater than five years. As of September 30, 2020, the Authority's fixed income holdings consisted of four 12-month term non-negotiable certificates of deposits for \$5,000,000 each, with a maximum maturity date of April 30, 2021, and interest rates ranging from .73% to 1.77%. As of September 30, 2019, the Authority's fixed income holdings consisted of five 12-month term non-negotiable certificates of deposits for \$5,000,000 each, with a maximum maturity date of August 22, 2020, and interest rates ranging from 2.00% to 2.84%.



**PINELLAS SUNCOAST TRANSIT AUTHORITY**

**Notes to Financial Statements**

**(3) Cash and Cash Equivalents - Continued**

**(d) Concentration of Credit Risk**

During FY 2020 and 2019, the Authority Investment Guidelines has recommended limits on the amount the Authority may place with each type of investment and with issuers as follows:

**Diversification Guidelines**

	<b>Investment</b>	<b>Portfolio Maximum</b>	<b>Issuer Limitation</b>	<b>Maximum Maturity</b>
A.	State of Florida Board of Administration Local Government Surplus Funds Trust Fund (Florida Prime)	30%	N/A	N/A
B.	State of Florida Board of Administration Commingled Asset Management Program Money Market Funds (CAMP MM)	20%	N/A	N/A
C.	Direct Obligations of the U.S. Treasury and instruments backed by the full faith and credit of the U.S. Federal Government	75%	N/A	5 years
D.	Interest Bearing Savings Accounts, Demand Deposit Accounts, Negotiable Order of Withdrawal Accounts, or Certificates of Deposit	100%	N/A	2 yrs. for CDs
E.	Repurchase Agreements	20% <b>(1)</b>	10%	60 days
F.	Commercial Paper	10%	5%	5 years
G.	Asset-Backed Corporate Notes	10%	3%	5 years <b>(2)</b>
H.	SEC-Registered Money Market Mutual Funds	10%	10%	90 days <b>(3)</b>
I.	Investment Pools/Mutual Funds	10%	10%	N/A

**(1)** With the exception of one (1) business day agreements and overnight sweep agreements.

**(2)** Total Asset-Backed Corporate Notes shall have a weighted average duration up to 2 years.

**(3)** The maximum length to maturity (average weighted) shall be 90 days.

**PINELLAS SUNCOAST TRANSIT AUTHORITY**

**Notes to Financial Statements**

**(4) Capital Assets**

Capital asset activity for the years ended September 30, 2020 and 2019, were as follows:

	<u>October 1, 2019</u>	<u>Additions</u>	<u>Transfers and Disposals</u>	<u>September 30, 2020</u>
Nondepreciable assets:				
Land	\$ 6,961,677	\$ -	\$ -	\$ 6,961,677
Capital assets in progress	<u>9,348,802</u>	<u>5,637,528</u>	<u>3,271,557</u>	<u>11,714,773</u>
Total nondepreciable assets	<u>16,310,479</u>	<u>5,637,528</u>	<u>3,271,558</u>	<u>18,676,450</u>
Depreciable assets:				
Buildings and improvements	54,675,550	247,325	96,938	54,825,937
Revenue equipment	107,535,530	2,469,276	928,446	109,076,360
Furniture and other	<u>8,604,667</u>	<u>1,068,460</u>	<u>178,569</u>	<u>9,494,558</u>
Total depreciable assets	<u>170,815,747</u>	<u>3,785,061</u>	<u>1,203,953</u>	<u>173,396,855</u>
Total at historical cost	<u>187,126,226</u>	<u>9,422,589</u>	<u>4,475,510</u>	<u>192,073,305</u>
Less accumulated depreciation for:				
Buildings and improvements	24,421,333	1,884,872	92,934	26,213,271
Revenue equipment	67,131,473	6,143,579	923,886	72,351,166
Furniture and other	<u>7,228,527</u>	<u>696,840</u>	<u>178,569</u>	<u>7,746,797</u>
	<u>98,781,333</u>	<u>8,725,291</u>	<u>1,195,390</u>	<u>106,311,234</u>
Capital assets, net	\$ <u><u>88,344,893</u></u>	\$ <u><u>697,298</u></u>	\$ <u><u>3,280,120</u></u>	\$ <u><u>85,762,071</u></u>

**PINELLAS SUNCOAST TRANSIT AUTHORITY**

**Notes to Financial Statements**

**(4) Capital Assets - Continued**

Capital asset activity for the years ended September 30, 2019 and 2018, were as follows:

	<u>October 1, 2018</u>	<u>Additions</u>	<u>Transfers and Disposals</u>	<u>September 30, 2019</u>
Nondepreciable assets:				
Land	\$ 6,961,677	\$ -	\$ -	\$ 6,961,677
Capital assets in progress	<u>7,840,996</u>	<u>19,748,871</u>	<u>18,241,065</u>	<u>9,348,802</u>
Total nondepreciable assets	<u>14,802,673</u>	<u>19,748,871</u>	<u>18,241,065</u>	<u>16,310,479</u>
Depreciable assets:				
Buildings and improvements	53,694,194	1,145,713	164,357	54,675,550
Revenue equipment	95,494,471	18,353,359	6,312,300	107,535,530
Furniture and other	<u>8,969,106</u>	<u>748,625</u>	<u>1,113,064</u>	<u>8,604,667</u>
Total depreciable assets	<u>158,157,771</u>	<u>20,247,697</u>	<u>7,589,721</u>	<u>170,815,747</u>
Total at historical cost	<u>172,960,444</u>	<u>39,996,568</u>	<u>25,830,786</u>	<u>187,126,226</u>
Less accumulated depreciation for:				
Buildings and improvements	22,664,878	1,920,812	164,357	24,421,333
Revenue equipment	66,355,550	6,363,909	5,587,986	67,131,473
Furniture and other	<u>7,623,933</u>	<u>713,876</u>	<u>1,109,282</u>	<u>7,228,527</u>
	<u>96,644,361</u>	<u>8,998,597</u>	<u>6,861,625</u>	<u>98,781,333</u>
Capital assets, net	\$ <u><u>76,316,083</u></u>	\$ <u><u>30,997,971</u></u>	\$ <u><u>18,969,161</u></u>	\$ <u><u>88,344,893</u></u>

On July 24, 2019, a revenue bus was in an accident when the bus driver lost control of the vehicle due to a medical condition, resulting in significant damage and was deemed totaled. PSTA is incurring the loss of \$268,388 since they are self-insured. The \$268,388 net loss for the year ended September 30, 2019, is reported within Other Revenue and Expense, Net, in the Statement of Revenues, Expenses, and Changes in Net Position.

PINELLAS SUNCOAST TRANSIT AUTHORITY

Notes to Financial Statements

(5) Net Position

Unrestricted net position at September 30, 2020 and 2019, consists of the following:

	<u>2020</u>	<u>2019</u>
Operating reserves	\$ 12,623,921	\$ 12,801,579
Unrestricted net position	\$ 12,623,921	\$ 12,801,579

Restricted net position represents the Federal Transit Administration's interest in a disposed grant asset that the Authority received permission for a like-kind exchange in the future, and a contractual requirement under the Authority's health plan to maintain a minimum balance within an imprest account to pay future claims. The balances at September 30, 2020 and 2019, are as follows:

	<u>2020</u>	<u>2019</u>
Grantor resources and contractually restricted cash	\$ 159,449	\$ 30,925

**PINELLAS SUNCOAST TRANSIT AUTHORITY**

**Notes to Financial Statements**

**(6) Long-Term Liabilities**

Activity relating to the Authority’s long-term liabilities during the years ending September 30, 2020 and 2019, consists of the following:

	<u>Beginning Balance</u>	<u>Additions</u>	<u>Deletions</u>	<u>Ending Balance</u>	<u>Due Within One Year</u>	<u>More Than One Year</u>
<b><u>Balance at September 30, 2020</u></b>						
Compensated absences	\$ 2,626,247	\$ 3,722,714	\$ 3,448,012	\$ 2,900,949	\$ 51,137	\$ 2,849,812
Claims and judgements	<u>3,758,448</u>	<u>513,001</u>	<u>360,602</u>	<u>3,910,848</u>	<u>1,231,449</u>	<u>2,679,399</u>
Total long term liabilities	<u>\$ 6,384,695</u>	<u>\$ 4,235,715</u>	<u>\$ 3,808,614</u>	<u>\$ 6,811,796</u>	<u>\$ 1,282,586</u>	<u>\$ 5,529,210</u>
<b><u>Balance at September 30, 2019</u></b>						
Compensated absences	\$ 2,459,965	\$ 3,182,526	\$ 3,016,244	\$ 2,626,247	\$ 46,294	\$ 2,579,953
Claims and judgements	<u>3,932,616</u>	<u>1,292,681</u>	<u>1,466,849</u>	<u>3,758,448</u>	<u>1,215,409</u>	<u>2,543,039</u>
Total long term liabilities	<u>\$ 6,392,581</u>	<u>\$ 4,475,207</u>	<u>\$ 4,483,093</u>	<u>\$ 6,384,695</u>	<u>\$ 1,261,703</u>	<u>\$ 5,122,992</u>

**(7) Risk Management**

The Authority maintains self-insured programs for damage to vehicles and general liability claims for amounts up to \$100,000 and workers’ compensation claims for amounts up to \$250,000. The Authority carries insurance coverage for excess liability limited to \$2,000,000 per occurrence for vehicle and general liability claims. The Authority’s excess workers’ compensation program provides protection consistent with Florida Statutes. For the past three years, insurance settlements have not exceeded insurance coverage and there were no significant reductions in insurance coverage from the previous year.

The liabilities for these self-insurance programs currently recorded as claims and judgments were determined by actuarial valuation not discounted and include estimates for incurred but not reported claims. Non-incremental claims adjustment expenses are also included as part of the liability for claims.

The Authority’s health plans are also self-insured up to an aggregate claim limit of \$9,398,437 and \$8,589,815 for the years ending September 30, 2020 and 2019, respectively. The Authority carries insurance coverage for all claims in excess of those maximum limits. Since the Authority met those limits as of September 30, 2020 and 2019, no liability for claims payable and incurred but not reported claims has been established.

**PINELLAS SUNCOAST TRANSIT AUTHORITY**

**Notes to Financial Statements**

**(7) Risk Management (Continued)**

The incurred claims in the following reconciliation of claims liabilities includes prior years' estimated claims settled without payment and year-end adjustment to estimated claims liability.

	<u>Workers'</u> <u>Compensation</u>	<u>General</u> <u>Liability</u>	<u>Total</u>
Claims reserve - September 30, 2017	916,439	3,102,861	4,019,300
Claims incurred	1,449,138	313,641	1,762,779
Claim payments	<u>(1,230,352)</u>	<u>(619,111)</u>	<u>(1,849,463)</u>
Claims reserve - September 30, 2018	1,135,225	2,797,391	3,932,616
Claims incurred	272,502	1,020,179	1,292,681
Claim payments	<u>(556,273)</u>	<u>(910,576)</u>	<u>(1,466,849)</u>
Claims reserve - September 30, 2019	851,454	2,906,994	3,758,448
Claims incurred	47,902	465,099	513,001
Claim payments	<u>(44,739)</u>	<u>(315,862)</u>	<u>(360,601)</u>
Claims reserve - September 30, 2020	\$ <u>854,617</u>	\$ <u>3,056,231</u>	\$ <u>3,910,848</u>
	<u>2020</u>	<u>2019</u>	
Claims and judgments			
Due within one year	\$ 1,231,449	\$ 1,215,409	
Due in more than one year	<u>2,679,399</u>	<u>2,543,039</u>	
	\$ <u>3,910,848</u>	\$ <u>3,758,448</u>	

**(8) Defined Benefit Pension Plans**

The Florida Retirement System (FRS) was created by Chapter 121, Florida Statutes, to provide a defined benefit pension plan for participating public employees. The FRS was amended in 1998 to add the Deferred Retirement Option Program under the defined benefit plan and amended in 2000 to provide a defined contribution plan alternative to the defined benefit plan for FRS members effective July 1, 2002. This integrated defined contribution pension plan is the FRS Investment Plan. Chapter 112, Florida Statutes, established the Retiree Health Insurance Subsidy (HIS) Program, a cost-sharing multiple-employer defined benefit pension plan, to assist retired members of any State-administered retirement system in paying the costs of health insurance.

Essentially all regular employees of the Authority are eligible to enroll as members of the State-administered FRS. Provisions relating to the FRS are established by Chapters 121 and 122, Florida Statutes; Chapter 112, Part IV, Florida Statutes; Chapter 238, Florida Statutes; and FRS Rules, Chapter 60S, Florida Administrative Code; wherein eligibility, contributions, and benefits are defined and described in detail. Such provisions may be amended at any time by further action from the Florida Legislature. The FRS is a single retirement system administered by the Florida Department of Management Services, Division of Retirement, and consists of the two cost-sharing,

# PINELLAS SUNCOAST TRANSIT AUTHORITY

## Notes to Financial Statements

### (8) **Defined Benefit Pension Plans - Continued**

multiple-employer defined benefit plans and other nonintegrated programs. A comprehensive annual financial report of the FRS, which includes its financial statements, required supplementary information, actuarial report, and other relevant information, is available from the Florida Department of Management Services' website.

([www.dms.myflorida.com/workforce\\_operations/retirement/publications](http://www.dms.myflorida.com/workforce_operations/retirement/publications)).

The Authority's pension expense totaled \$7,436,665 and \$6,953,850 for both the FRS Pension Plan and HIS Plan for the fiscal years ended September 30, 2020 and 2019, respectively. The Authority's pension liability totaled \$41,793,466 and \$35,250,181 for the FRS Pension Plan and HIS Plan for the fiscal years ended September 30, 2020 and 2019, respectively. The Authority's deferred inflows totaled \$1,345,377 and \$2,652,812 for both the FRS Pension Plan and the HIS Plan for the fiscal years ended September 30, 2020 and 2019, respectively. The Authority's deferred outflows totaled \$12,151,592 and \$11,378,722 for both the FRS Pension Plan and HIS Plan for the fiscal years ended September 30, 2020 and 2019, respectively.

### **Florida Retirement System Pension Plan**

#### (a) **Plan Description**

The Florida Retirement System Pension Plan (FRS Plan) is a cost-sharing multiple-employer defined benefit pension plan, with a Deferred Retirement Option Program (DROP) for eligible employees. The general classes of membership are as follows:

Regular Class – Members of the FRS who do not qualify for membership in the other classes.

Elected County Officers Class – Members who hold specified elective offices in local government.

Senior Management Service Class (SMSC) – Members in senior management level positions.

Special Risk Class – Members who are special risk employees, such as law enforcement officers, meet the criteria to qualify for this class.

Employees enrolled in the FRS Plan prior to July 1, 2011, vest at six years of creditable service and employees enrolled in the FRS Plan on or after July 1, 2011, vest at eight years of creditable service. All vested members, enrolled prior to July 1, 2011, are eligible for normal retirement benefits at age 62 or at any age after 30 years of service, except for members classified as special risk who are eligible for normal retirement benefits at age 55 or at any age after 25 years of service. All members enrolled in the FRS Plan on or after July 1, 2011, once vested, are eligible for normal retirement benefits at age 65 or any time after 33 years of creditable service, except for members classified as special risk who are eligible for normal retirement benefits at age 60 or at any age after 30 years of service. Employees enrolled in the FRS Plan may include up to four years of credit for military service toward creditable service. The FRS Plan also includes an early retirement provision; however, there is a benefit reduction for each year a member retires before his or her normal retirement date. The FRS Plan provides retirement, disability, death benefits, and annual cost-of-living adjustments to eligible participants. DROP, subject to provisions of Section 121.091, Florida Statutes, permits employees eligible for normal retirement under the FRS Plan to defer receipt of monthly benefit payments while

**PINELLAS SUNCOAST TRANSIT AUTHORITY**

**Notes to Financial Statements**

**(8) Defined Benefit Pension Plans (Florida Retirement System Pension Plan) - Continued**

continuing employment with an FRS participating employer. An employee may participate in DROP for a period not to exceed 60 months after electing to participate, except that certain instructional personnel may participate for up to 96 months. During the period of DROP participation, deferred monthly benefits are held in the FRS Trust Fund and accrue interest. The net pension liability does not include amounts for DROP participants, as these members are considered retired and are not accruing additional pension benefits.

**(b) Benefits Provided**

Benefits under the FRS Plan are computed on the basis of age and/or years of service, average final compensation, and service credit. Credit for each year of service is expressed as a percentage of the average final compensation. For members initially enrolled before July 1, 2011, the average final compensation is the average of the five highest fiscal years' earnings; for members initially enrolled on or after July 1, 2011, the average final compensation is the average of the eight highest fiscal years' earnings. The total percentage value of the benefit received is determined by calculating the total value of all service, which is based on the retirement class to which the member belonged when the service credit was earned. Members are eligible for in-line-of-duty or regular disability and survivors' benefits. The following chart shows the percentage value for each year of service credit earned.

<u>Class, Initial Enrollment, and Retirement Age/Years of Service:</u>	<u>% Value</u>
<b>Regular Class members initially enrolled before July 1, 2011</b>	
Retirement up to age 62 or up to 30 years of service	1.60
Retirement up to age 63 or up to 31 years of service	1.63
Retirement up to age 64 or up to 32 years of service	1.65
Retirement up to age 65 or up to 33 years of service	1.68
<b>Regular Class members initially enrolled on or after July 1, 2011</b>	
Retirement up to age 65 or up to 33 years of service	1.60
Retirement up to age 66 or up to 34 years of service	1.63
Retirement up to age 67 or up to 35 years of service	1.65
Retirement up to age 68 or up to 36 years of service	1.68

As provided in Section 121.101, Florida Statutes, if the member is initially enrolled in the FRS before July 1, 2011, and all service credit was accrued before July 1, 2011, the annual cost-of-living adjustment is 3% per year. If the member is initially enrolled before July 1, 2011, and has service credit on or after July 1, 2011, there is an individually calculated cost-of-living adjustment. The annual cost-of-living adjustment is a proportion of 3% determined by dividing the sum of the pre-July 2011 service credit by the total service credit at retirement multiplied by 3%. FRS Plan members initially enrolled on or after July 1, 2011, will not have a cost-of-living adjustment after retirement.

**(c) Contributions**

The Florida Legislature establishes contribution rates for participating employers and employees. Effective July 1, 2011, all FRS Plan members (except those in DROP) are required to make 3% employee contributions on a pretax basis. The employer contribution rates by job class in the tables below were applied to employee salaries to determine monthly contributions.



**PINELLAS SUNCOAST TRANSIT AUTHORITY**

**Notes to Financial Statements**

**(8) Defined Benefit Pension Plans (Florida Retirement System Pension Plan) - Continued**

The Authority's contributions to the FRS Plan were \$2,402,053 and \$2,206,623 for the years ended September 30, 2020 and 2019, respectively.

**Contribution Rates - Employer - 2020**

<u>Job Class</u>	<u>October 1, 2019 - June 30, 2020</u>	<u>July 1, 2020 - September 30, 2020</u>
Regular	8.47%	10.00%
Special Risk	25.48%	24.45%
Special Risk Administrative Support	38.59%	35.84%
Elected County Officers	48.82%	49.18%
Senior Management	25.41%	27.29%
DROP Participants	14.60%	16.98%
Above rates include HIS Plan subsidy of:	1.66%	1.66%

**Contribution Rates - Employer - 2019**

<u>Job Class</u>	<u>October 1, 2018 - June 30, 2019</u>	<u>July 1, 2019 - September 30, 2019</u>
Regular	8.26%	8.47%
Special Risk	24.50%	25.48%
Special Risk Administrative Support	34.98%	38.59%
Elected County Officers	48.70%	48.82%
Senior Management	24.06%	25.41%
DROP Participants	14.03%	14.60%
Above rates include HIS Plan subsidy of:	1.66%	1.66%

**(d) Pension Costs**

At September 30, 2020 and 2019, the Authority reported a liability of \$29,717,368 and \$23,972,635, respectively, for its proportionate share of the FRS Plan's net pension liability. The net pension liability was measured as of June 30, and the total pension liability used to calculate the net pension liability was determined by an annual actuarial valuation as of July 1. The Authority's proportion of the net pension liability was based on the Authority's contributions received by FRS during the measurement period for employer payroll paid dates from July 1 through June 30, relative to the total employer contributions received from all of FRS's participating employers. At June 30, 2020, the Authority's proportion was 0.06857%, which was a decrease of 0.00104% from its proportion measured as of June 30, 2019. At June 30, 2019, the Authority's proportion was 0.06961%, which was an increase of 0.00265% from its proportion measured as of June 30, 2018.

**PINELLAS SUNCOAST TRANSIT AUTHORITY**

**Notes to Financial Statements**

**(8) Defined Benefit Pension Plans (Florida Retirement System Pension Plan) - Continued**

For the year ended September 30, 2020, the Authority recognized pension expense of \$6,297,422 for its proportionate share of FRS’s pension expense. In addition, the Authority reported its proportionate share of FRS’s deferred outflows of resources and deferred inflows of resources from the following sources:

**FRS Deferred Inflows/Outflows – 2020**

Description	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences Between Expected and Actual Economic Experience	\$ 1,137,344	\$ -
Changes in Actuarial Assumptions	5,379,789	-
Net Difference Between Projected and Actual Earnings on Pension Plan Investments	1,769,401	-
Changes in Proportion and Differences Between Entity Contributions and Proportionate Share of Contributions	639,088	425,709
Entity Contributions Subsequent to the Measurement Date	645,208	-
<b>Total</b>	<b>\$ 9,570,830</b>	<b>\$ 425,709</b>

\$645,208 reported as deferred outflows of resources related to pensions resulting from Authority contributions to the FRS Plan subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ended September 30, 2021. Other amounts reported as deferred outflows and inflows of resources related to pensions will be recognized as an increase (decrease) in pension expense as follows:

Year Ended September 30	Amount
2021	\$ 1,743,820
2022	2,695,736
2023	2,296,790
2024	1,387,577
2025	343,441
Thereafter	32,549

**PINELLAS SUNCOAST TRANSIT AUTHORITY**

**Notes to Financial Statements**

**(8) Defined Benefit Pension Plans (Florida Retirement System Pension Plan) - Continued**

For the year ended September 30, 2019, the Authority recognized pension expense of \$5,915,515, for its proportionate share of FRS's pension expense. In addition, the Authority reported its proportionate share of FRS's deferred outflows of resources and deferred inflows of resources from the following sources:

**FRS Deferred Inflows/Outflows - 2019**

	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences Between Expected and Actual Economic Experience	\$ 1,421,886	\$ 14,877
Changes in Actuarial Assumptions	6,157,204	-
Net Difference Between Projected and Actual Earnings on Pension Plan Investments	-	1,326,291
Changes in Proportion and Differences Between Entity Contributions and Proportionate Share of Contributions	869,050	333,158
Entity Contributions Subsequent to the Measurement Date	521,288	-
Total	\$ 8,969,428	\$ 1,674,326

**PINELLAS SUNCOAST TRANSIT AUTHORITY**

**Notes to Financial Statements**

**(8) Defined Benefit Pension Plans (Florida Retirement System Pension Plan) - Continued**

**(e) Actuarial Assumptions**

The total pension liability in the July 1, 2020 and the July 1, 2019 actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement:

Valuation Date	July 1, 2020	July 1, 2019
Measurement Date	June 30, 2020	June 30, 2019
Inflation per year	2.40%	2.60%
Salary Increases, including inflation	3.25%	3.25%
Investment Rate of Return Net of Pension Plan Investment Expense, Including Inflation	7.00%	7.20%
Actuarial Cost Method	Individual Entry Age	Individual Entry Age

Mortality rates were based on PUB-2010 base table varies by member and sex, projected generationally with scale MP 2018. The actuarial assumptions used in the July 1, 2019 valuation were based on the results of an actuarial experience study completed in 2019 for the period July 1, 2013, through June 30, 2018.

The long-term expected rate of return on pension plan investments was not based on historical returns, but instead is based on a forward-looking capital market economic model. The allocation policy's description of each asset class was used to map the target allocation to the asset classes shown below. Each asset class assumption is based on a consistent set of underlying assumptions and includes an adjustment for the inflation assumption. The target allocation, as outlined in the FRS Plan's investment policy, and best estimates of arithmetic and geometric real rates of return for each major asset class are summarized in the following tables:

**FRS Investment Rate of Return – 2020**

<u>Asset Class</u>	<u>Target Allocation</u>	<u>Annual Arithmetic Return</u>	<u>Compound Annual (Geometric) Return</u>	<u>Standard Deviation</u>
Cash	1.0%	2.2%	2.2%	1.2%
Fixed Income	19.0%	3.0%	2.9%	3.5%
Global Equity	54.2%	8.0%	6.7%	17.1%
Real Estate (Property)	10.3%	6.4%	5.8%	11.7%
Private Equity	11.1%	10.8%	8.1%	25.7%
Strategic Investments	4.4%	5.5%	5.3%	6.9%
Totals	<u>100%</u>			
Assumed Inflation – Mean			2.4%	1.7%

**PINELLAS SUNCOAST TRANSIT AUTHORITY**

**Notes to Financial Statements**

**(8) Defined Benefit Pension Plans (Florida Retirement System Pension Plan) - Continued**

**FRS Investment Rate of Return - 2019**

<u>Asset Class</u>	<u>Target Allocation</u>	<u>Annual Arithmetic Return</u>	<u>Compound Annual (Geometric) Return</u>	<u>Standard Deviation</u>
Cash	1.0%	3.3%	3.3%	1.2%
Fixed Income	18.0%	4.1%	4.1%	3.5%
Global Equity	54.0%	8.0%	6.8%	16.5%
Real Estate (Property)	10.0%	6.7%	6.1%	11.7%
Private Equity	11.0%	11.2%	8.4%	25.8%
Strategic Investments	6.0%	5.9%	5.7%	6.7%
Totals	<u>100%</u>			
Assumed Inflation – Mean			2.6%	1.7%

**(f) Discount Rate**

The discount rate used to measure the total pension liability was 6.80% and 6.90% for the FRS Plan for the actuarial valuation date July 1, 2020 and July 1, 2019, respectively. The projection of cash flows used to determine the discount rate assumed that employee and employer contributions will be made at the rate specified in statute. Based on that assumption, each of the pension plan’s fiduciary net position was projected to be available to make all projected future benefit payments of current active and inactive employees. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

**(g) Pension Liability Sensitivity**

The following presents the Authority’s proportionate share of the net pension liability for the FRS Plan, calculated using the discount rate disclosed in the preceding paragraph, as well as what the Authority’s proportionate share of the net pension liability would be if it were calculated using a discount rate one percentage point lower or one percentage point higher than the current discount rate:

**FRS Pension Liability Sensitivity – 2020**

<u>Description</u>	<u>1% Decrease</u>	<u>Current Discount Rate</u>	<u>1% Increase in Discount Rate</u>
FRS Plan Discount Rate	5.80%	6.80%	7.80%
Authority’s Proportionate Share of the FRS Plan Net Pension Liability	\$ 47,453,643	\$ 29,717,368	\$ 14,903,955

**PINELLAS SUNCOAST TRANSIT AUTHORITY**

**Notes to Financial Statements**

**(8) Defined Benefit Pension Plans (Florida Retirement System Pension Plan) – Continued**

**(g) Pension Liability Sensitivity - Continued**

**FRS Pension Liability Sensitivity – 2019**

<u>Description</u>	<u>1% Decrease</u>	<u>Current Discount Rate</u>	<u>1% Increase in Discount Rate</u>
FRS Plan Discount Rate	5.90%	6.90%	7.90%
Authority’s Proportionate Share of the FRS Plan Net Pension Liability	\$ 41,440,703	\$ 23,972,635	\$ 9,383,843

**(h) Pension Plan Fiduciary Net Position**

Detailed information about the FRS Plan’s fiduciary’s net position is available in a separately issued FRS Pension Plan and Other State-Administered Systems Comprehensive Annual Financial Report. That report may be obtained through the Florida Department of Management Services website at:

[www.dms.myflorida.com/workforce\\_operations/retirement/publications/annual\\_reports](http://www.dms.myflorida.com/workforce_operations/retirement/publications/annual_reports).

**(i) Payables to the FRS Plan**

At September 30, 2020 and 2019 the Authority reported no payables for outstanding amounts of contributions to the FRS plan.

# PINELLAS SUNCOAST TRANSIT AUTHORITY

## Notes to Financial Statements

### (8) Defined Benefit Pension Plans

#### Retiree Health Insurance Subsidy Program

##### (a) Plan Description

The Retiree Health Insurance Subsidy Program (HIS Plan) is a cost-sharing multiple-employer defined benefit pension plan established under Section 112.363, Florida Statutes, and may be amended by the Florida Legislature at any time. The benefit is a monthly payment to assist retirees of State-administered retirement systems in paying their health insurance costs and is administered by the Florida Department of Management Services, Division of Retirement.

##### (b) Benefits Provided

For the fiscal years ended June 30, 2020 and 2019, eligible retirees and beneficiaries received a monthly HIS payment of \$5 for each year of creditable service completed at the time of retirement, with a minimum HIS payment of \$30 and a maximum HIS payment of \$150 per month, pursuant to Section 112.363, Florida Statutes. To be eligible to receive a HIS Plan benefit, a retiree under a State-administered retirement system must provide proof of health insurance coverage, which may include Medicare.

##### (c) Contributions

The HIS Plan is funded by required contributions from FRS participating employers as set by the Florida Legislature. Employer contributions are a percentage of gross compensation for all active FRS members. For the fiscal years ended June 30, 2020 and 2019, the contribution rate was 1.66% of payroll pursuant to section 112.363, Florida Statutes. The Authority contributed 100% of its statutorily required contributions for the current and preceding 3 years. HIS Plan contributions are deposited in a separate trust fund from which payments are authorized. HIS Plan benefits are not guaranteed and are subject to annual legislative appropriation. In the event the legislative appropriation or available funds fail to provide full subsidy benefits to all participants, benefits may be reduced or canceled. The Authority's contributions to the HIS Plan were \$569,941 and \$566,789 for the years ended September 30, 2020 and 2019, respectively.

##### (d) Pension Costs

At September 30, 2020 and 2019, the Authority reported a liability of \$12,706,098 and \$11,277,546, respectively, for its proportionate share of the HIS Plan's net pension liability. The net pension liability was measured as of June 30, and the total pension liability used to calculate the net pension liability was determined by annual actuarial valuations as of July 1. The Authority's proportion of the net pension liability was based on the Authority's contributions received during the measurement period for employer payroll paid dates from July 1 through June 30, relative to the total employer contributions received from all participating employers. At June 30, 2020, the Authority's proportion was 0.0989% which was an decrease of 0.00189% from its proportion measured as of June 30, 2019. At June 30, 2019, the Authority's proportion was 0.10079% which was an increase of 0.00478% from its proportion measured as of June 30, 2018.

**PINELLAS SUNCOAST TRANSIT AUTHORITY**

**Notes to Financial Statements**

**(8) Defined Benefit Pension Plans (Retiree Health Insurance Subsidy Program) - Continued**

**(d) Pension Costs - Continued**

For the year ended September 30, 2020, the Authority recognized pension expense of \$1,139,243 for its proportionate share of HIS's pension expense. In addition, the Authority reported its proportionate share of HIS's deferred outflows of resources and deferred inflows of resources from the following sources:

**HIS Deferred Inflows/Outflows - 2020**

Description	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences Between Expected and Actual Economic Experience	\$ 493,986	\$ 9,316
Changes in Actuarial Assumptions	1,298,524	702,178
Net Difference Between Projected and Actual Earnings on HIS Program Investments	9,642	-
Changes in Proportion and Differences Between Authority Contributions and Proportionate Share of Contributions	648,165	208,174
Authority Contributions Subsequent to the Measurement Date	130,446	-
Total	\$ 2,580,762	\$ 919,668

\$130,446 reported as deferred outflows of resources related to pensions resulting from Authority contributions to the HIS Subsidy Program subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ended September 30, 2021. Other amounts reported as deferred outflows and inflows of resources related to pensions will be recognized as an increase (decrease) in pension expense as follows:

Year Ended September 30	Amount
2021	\$362,956
2022	285,013
2023	122,292
2024	203,180
2025	254,564
Thereafter	302,643



**PINELLAS SUNCOAST TRANSIT AUTHORITY**

**Notes to Financial Statements**

**(8) Defined Benefit Pension Plans (Retiree Health Insurance Subsidy Program) - Continued**

**(d) Pension Costs - Continued**

For the year ended September 30, 2019, the Authority recognized pension expense of \$1,038,335 for its proportionate share of HIS's pension expense. In addition, the Authority reported its proportionate share of HIS's deferred outflows of resources and deferred inflows of resources from the following sources:

**HIS Deferred Inflows/Outflows – 2019**

<u>Description</u>	<u>Deferred Outflows of Resources</u>	<u>Deferred Inflows of Resources</u>
Differences Between Expected and Actual Economic Experience	\$136,978	\$ 13,809
Changes in Actuarial Assumptions	1,305,833	921,735
Net Difference Between Projected and Actual Earnings on HIS Program Investments	7,277	-
Changes in Proportion and Differences Between Authority Contributions and Proportionate Share of Contributions	829,842	42,942
Authority Contributions Subsequent to the Measurement Date	129,364	-
Total	<u>\$ 2,409,294</u>	<u>\$ 978,486</u>

PINELLAS SUNCOAST TRANSIT AUTHORITY

Notes to Financial Statements

(8) **Defined Benefit Pension Plans (Retiree Health Insurance Subsidy Program) - Continued**

(e) **Actuarial Assumptions**

The total pension liability in the July 1, 2020 and July 1, 2019, actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement:

Valuation Date	July 1, 2020	July 1, 2019
Measurement Date	June 30, 2020	June 30, 2019
Inflation per year	2.40%	2.60%
Salary Increases, including inflation	3.25%	3.25%
Municipal Bond Rate	2.21%	3.50%

Mortality rates were based on the PUB-2010 base table projected generationally with Scale MP-2018. The actuarial assumptions used in the July 1, 2020 valuation were based on the results of an actuarial experience study of the FRS Pension Plan complete in 2019 for the period July 1, 2013 through June 30, 2018.

(f) **Discount Rate**

The discount rate used to measure the total pension liability was 2.21% and 3.50% for the HIS Plan for the actuarial valuation date July 1, 2020 and July 1, 2019, respectively. In general, the discount rate for calculating the total pension liability is equal to the single rate equivalent to discounting at the long-term expected rate of return for benefit payments prior to the projected depletion date. Because the HIS benefit is essentially funded on a pay-as-you-go basis, the depletion date is considered to be immediate, and the single equivalent discount rate is equal to the municipal bond rate selected by the HIS Plan sponsor. The Bond Buyer General Obligation 20-Bond Municipal Bond Index was adopted as the applicable municipal bond index.

(g) **Pension Liability Sensitivity**

The following presents the Authority's proportionate share of the net pension liability for the HIS Plan, calculated using the discount rate disclosed in the preceding paragraph, as well as what the Authority's proportionate share of the net pension liability would be if it were calculated using a discount rate one percentage point lower or one percentage point higher than the current discount rate:

**PINELLAS SUNCOAST TRANSIT AUTHORITY**

**Notes to Financial Statements**

**(8) Defined Benefit Pension Plans (Retiree Health Insurance Subsidy Program) - Continued**

**HIS Pension Liability Sensitivity - 2020**

<u>Description</u>	<u>1% Decrease</u>	<u>Current Discount Rate</u>	<u>1% Increase in Discount Rate</u>
HIS Plan Discount Rate	1.21%	2.21%	3.21%
Authority's Proportionate Share of the HIS Plan Net Pension Liability	\$ 13,959,431	\$ 12,076,098	\$ 10,534,596

**HIS Pension Liability Sensitivity - 2019**

<u>Description</u>	<u>1% Decrease</u>	<u>Current Discount Rate</u>	<u>1% Increase in Discount Rate</u>
HIS Plan Discount Rate	2.50%	3.50%	4.50%
Authority's Proportionate Share of the HIS Plan Net Pension Liability	\$ 12,873,897	\$ 11,277,546	\$ 9,947,967

**(h) Pension Plan Fiduciary Net Position**

Detailed information about the HIS Plan's fiduciary's net position is available in a separately issued FRS Pension Plan and Other State-Administered Systems Comprehensive Annual Financial Report. That report may be obtained through the Florida Department of Management Services website at:

[www.dms.myflorida.com/workforce\\_operations/retirement/publications](http://www.dms.myflorida.com/workforce_operations/retirement/publications).

**(i) Payables to the HIS Plan**

At September 30, 2020 and 2019 the Authority reported no payables for outstanding amounts of contributions to the HIS plan.

**Defined Contribution Plan**

The Florida State Board of Administration (SBA) administers the defined contribution plan officially titled the FRS Investment Plan (Investment Plan). The Investment Plan is reported in the SBA's annual financial statements and in the State of Florida Comprehensive Annual Financial Report.

As provided in Section 121.4501, Florida Statutes, eligible FRS members may elect to participate in the Investment Plan in lieu of the FRS defined benefit plan. Authority employees participating in DROP are not eligible to participate in the Investment Plan. Employer and employee contributions, including amounts contributed to individual member's accounts, are defined by law, but the ultimate benefit depends in part on the performance of investment funds. Benefit terms, including contribution requirements, for the Investment Plan are established and may be amended by the Florida Legislature. The Investment Plan is funded with the same employer and employee contribution rates that are based on salary and membership class (Regular Class, Elected County Officers, etc.), as the FRS defined benefit plan. Contributions are

PINELLAS SUNCOAST TRANSIT AUTHORITY

Notes to Financial Statements

**(8) Defined Benefit Pension Plans – Continued**

directed to individual member accounts, and the individual members allocate contributions and account balances among various approved investment choices. Costs of administering the plan, including the FRS Financial Guidance Program, are funded through an employer contribution of 0.06% of payroll through June 30, 2019 then 0.06% of payroll through contribution of 0.06% of payroll through June 30, 2020 then 0.06% of payroll through September 30, 2020 and by forfeited benefits of plan members. Allocations to the member accounts during the 2019-20 fiscal year and the 2018-19 fiscal year, as established by Section 121.72, Florida Statutes, were based on a percentage of gross compensation, by class, as follows: During the 2019-20, Regular class 6.60%, Special Risk Administrative Support class 8.43%, Special Risk class 16.54%, Senior Management Service class 7.98% and County Elected Officers class 11.95%. During the 2017-18, Regular class 6.60%, Special Risk Administrative Support class 8.43%, Special Risk class 16.48%, Senior Management Service class 7.98% and County Elected Officers class 11.95%. These allocations include a required employee contribution of 3% of gross compensation for each member class.

For all membership classes, employees are immediately vested in their own contributions and are vested after 1 year of service for employer contributions and investment earnings. If an accumulated benefit obligation for service credit originally earned under the FRS Pension Plan is transferred to the Investment Plan, the member must have the years of service required for FRS Pension Plan vesting (including the service credit represented by the transferred funds) to be vested for these funds and the earnings on the funds. Non-vested employer contributions are placed in a suspense account for up to five years. If the employee returns to FRS-covered employment within the five-year period, the employee will regain control over their account. If the employee does not return within the five-year period, the employee will forfeit the accumulated account balance. For the years ended September 30, 2020 and 2019, the information for the amount of forfeitures was unavailable from the SBA; however, management believes that these amounts, if any, would be immaterial to the Authority.

After termination and applying to receive benefits, the member may rollover vested funds to another qualified plan, structure a periodic payment under the Investment Plan, receive a lump-sum distribution, leave the funds invested for future distribution, or any combination of these options. Disability coverage is provided; the member may either transfer the account balance to the FRS Pension Plan when approved for disability retirement to receive guaranteed lifetime monthly benefits under the FRS Pension Plan or remain in the Investment Plan and rely upon that account balance for retirement income.

The Authority's Investment Plan pension expense totaled \$571,735 and \$458,441 for the years ended September 30, 2020 and 2019, respectively. Employee contributions to the Investment Plan totaled \$194,310 and \$166,466 for the years ended September 30, 2020 and 2019, respectively.

# PINELLAS SUNCOAST TRANSIT AUTHORITY

## Notes to Financial Statements

### (9) Postemployment Benefits Other Than Pensions (OPEB)

The Authority had previously adopted the provisions of Government Accounting Standards Board Statement No. 75, *Accounting and Financial Reporting by Employers for Postemployment Benefits Other Than Pensions* (GASB 75). GASB 75 requires governments to recognize their total OPEB obligation, and deferred outflows of resources, deferred inflows of resources, and OPEB expense in the financial statements based on the actuarial present value of projected benefit payments, rather than the smaller net OPEB obligation based on the contribution requirements. The Authority provides postretirement healthcare benefits in accordance with *Florida Statutes* to all employees who retire from the employ of the Authority. The retiree pays 100% of the blended premium cost (rate) for the retiree to participate in the Authority's insurance program. These blended premium rates provide an implicit rate subsidy for retirees because, on an actuarial basis, their current and future claims are expected to result in higher costs to the plan on average than those of active employees. The difference in the rate a retiree would pay if in a plan separate from active employees is considered the rate differential. Since the retiree pays 100% of the blended premium cost rate, there is no explicit rate subsidy provided by the Authority to retirees.

#### (a) Plan Description

The authority administers an employer defined benefit healthcare plan that provides medical insurance benefits to its employees and their eligible dependents. In accordance with Section 112.0801 of the *Florida Statutes*, because the Authority provides a medical plan to active employees of the Authority and their eligible dependents, the Authority is also required to provide retirees with the opportunity to participate in the plan. Retirees and their dependents are charged the full premium for coverage through the plan. To be eligible to receive retiree medical benefits, participants must be eligible for normal retirement benefits under the FRS and pay the required contributions. The requirements for eligibility for benefits are age 62 with six years of service, or 30 years of service with no age requirement for persons hired before July 1, 2011. The requirements for eligibility for benefits are age 65 with eight years of service, or 33 years of service with no age requirement for persons hired on or after July 1, 2011.

The benefits are provided through Cigna and provide hospital, medical and prescription coverage. Benefit duration is through age 65.

Contribution rates for the Plan are established on an annual basis by the Board of Directors. Eligible retirees and their covered dependents receiving benefits contribute 100% of their premium cost for the plan. The postretirement hospital, medical, and prescription coverage are currently funded on a cash basis (pay-as-you-go) as benefits are paid. No assets have been segregated, restricted, or held in trust to pay for postemployment benefits.

The plan is a single employer defined benefit plan.

**PINELLAS SUNCOAST TRANSIT AUTHORITY**

**Notes to Financial Statements**

**(9) Postemployment Benefits Other Than Pensions (OPEB)**

**(a) Plan Description continued**

The number of employees covered by benefit terms as of October 1, 2019, the most recent actuarial valuation date, are as follows:

Retirees and dependents receiving benefits	3
Retirees entitled to but not yet receiving benefits	-
Active Employees	586
	<hr/>
Total participants covered by OPEB plan	589
	<hr/>

**(b) Total OPEB Liability**

At September 30, 2020 and 2019, the Authority reported a liability of \$2,668,569 and \$2,452,283, respectively, for its total OPEB liability. The total OPEB liability was measured as of September 30, 2020 and was determined by an actuarial valuation as of October 1, 2019.

**(c) Actuarial Assumptions and Other Inputs**

The total OPEB liability in the October 1, 2019 actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement:

Valuation Date	October 1, 2019
Healthcare Cost Trend Rates:	
Current Year Trend	5.00%
Second Year Trend	8.00%
Decrement	0.50%
Ultimate Trend	4.50%
Year Ultimate Trend is Reached	2028
Actuarial Cost Method	Entry Age Normal

The discount rate of 2.41% was based on the yield for the 20-year tax-exempt high-quality general obligation municipal bonds with an average rating of AA/Aa or higher (or equivalent quality on another rating scale) as of September 30, 2020. Mortality rates were based on the SOA Pub-2010 General Headcount Weighted Mortality Table fully generational using Scale MP-2018.

**PINELLAS SUNCOAST TRANSIT AUTHORITY**

**Notes to Financial Statements**

**(9) Postemployment Benefits Other Than Pensions (OPEB) - Continued**

**(d) Changes in Total OPEB Liability**

	<u>2020</u>	<u>2019</u>
Changes for the Year:		
Service cost	\$ 188,521	\$ 87,502
Interest on OPEB obligation	92,269	76,146
Experience	(91,621)	(231,264)
Assumptions	155,158	579,342
Employer contributions	<u>(128,041)</u>	<u>(126,608)</u>
Change in total OPEB obligation	216,286	385,118
Total OPEB obligation - beginning of year	<u>2,452,283</u>	<u>2,067,165</u>
Total OPEB obligation - end of year	<u>\$ 2,668,569</u>	<u>\$ 2,452,283</u>

**(e) Sensitivity of the Total OPEB Liability to Changes in the Discount Rate**

The following presents the Authority's total OPEB liability for the OPEB plan, calculated using the discount rate disclosed in the actuarial assumptions, as well as what the Authority's total OPEB liability would be if it were calculated using a discount rate one percentage point lower or one percentage point higher than the current discount rate:

**Total OPEB Liability Sensitivity Discount Rate- 2020**

<u>Description</u>	<u>1% Decrease</u>	<u>Current Discount Rate</u>	<u>1% Increase</u>
OPEB Plan Discount Rate	1.41%	2.41%	3.41%
Total OPEB liability	\$ 2,800,761	\$ 2,668,569	\$ 2,535,870

**Total OPEB Liability Sensitivity Discount Rate- 2019**

<u>Description</u>	<u>1% Decrease</u>	<u>Current Discount Rate</u>	<u>1% Increase</u>
OPEB Plan Discount Rate	2.58%	3.58%	4.58%
Total OPEB liability	\$ 2,585,257	\$ 2,452,283	\$ 2,321,197

**PINELLAS SUNCOAST TRANSIT AUTHORITY**

**Notes to Financial Statements**

**(9) Postemployment Benefits Other Than Pensions (OPEB) - Continued**

**(f) Sensitivity of the Total OPEB Liability to Changes in the Healthcare Cost Trend Rate**

The following presents the Authority’s total OPEB liability for the OPEB plan, calculated using the healthcare cost trend rate disclosed in the actuarial assumptions, as well as what the Authority’s total OPEB liability would be if it were calculated using a healthcare cost trend rate one percentage point lower or one percentage point higher than the current discount rate:

**Total OPEB Liability Sensitivity Healthcare Cost Trend Rate – 2020**

Description	1% Decrease	Current Healthcare Cost Trend Rate	1% Increase
OPEB Plan Healthcare Cost Trend Rate	3.50%	4.50%	5.50%
Total OPEB Obligation	\$ 2,367,642	\$ 2,668,569	\$ 3,021,184

**Total OPEB Liability Sensitivity Healthcare Cost Trend Rate – 2019**

Description	1% Decrease	Current Healthcare Cost Trend Rate	1% Increase
OPEB Plan Healthcare Cost Trend Rate	3.50%	4.50%	5.50%
Total OPEB Obligation	\$ 2,197,419	\$ 2,452,283	\$ 2,748,896

**(g) OPEB Costs**

For the year ended September 30, 2020, the Authority recognized OPEB expense of \$212,289. In addition, the Authority reported OPEB deferred outflows of resources and deferred inflows of resources from the following sources:

**OPEB Deferred Inflows/Outflows – 2020**

Description	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences Between Expected and Actual Economic Experience	\$ 37,882	\$ (545,404)
Changes in Actuarial Assumptions	543,114	(36,626)
Total	<u>\$ 580,996</u>	<u>\$ (581,030)</u>



**PINELLAS SUNCOAST TRANSIT AUTHORITY**

**Notes to Financial Statements**

**(9) Postemployment Benefits Other Than Pensions (OPEB) – Continued**

**(g) OPEB Costs continued**

Amounts reported as deferred outflows and inflows of resources will be recognized as an increase (decrease) in OPEB expense as follows:

<u>Year Ended September 30</u>	<u>Amount</u>
2021	(68,501)
2022	(68,501)
2023	16,338
2024	60,315
2025	60,315
Thereafter	0

For the year ended September 30, 2019, the Authority recognized OPEB expense of \$84,557. In addition, the Authority reported OPEB deferred outflows of resources and deferred inflows of resources from the following sources:

**OPEB Deferred Inflows/Outflows – 2019**

<u>Description</u>	<u>Deferred Outflows of Resources</u>	<u>Deferred Inflows of Resources</u>
Differences Between Expected and Actual Economic Experience	\$ 54,061	\$ 631,868
Changes in Actuarial Assumptions	<u>496,579</u>	<u>50,844</u>
Total	<u>\$ 550,640</u>	<u>\$ 682,712</u>

**(10) Commitments and Contingencies**

**(a) Grant Expenditures Subject to Audit**

The Authority receives funding through capital grants and operating assistance grants from the FTA and from FDOT. Expenditures financed by capital and operating assistance grants are subject to audit and acceptance by the granting agency. Any disallowed expenditure may need to be repaid to the granting agency; however, it is management’s opinion that no material liabilities will result from any such audits.

**(b) Fuel Contract Commitment**

The Authority periodically enters into fuel purchase contracts to help mitigate against the possibility of fluctuating fuel prices throughout the year. At September 30, 2020, the Authority has committed to buy approximately \$2.9 million in fuel over the next fiscal year.

**PINELLAS SUNCOAST TRANSIT AUTHORITY**

**Notes to Financial Statements**

**(c) Construction and Service Contract Commitments**

The Authority has active construction projects as of September 30, 2020. The major projects and contracts include the Central Avenue BRT, the purchase of trolleys and electric buses.

**Projects/Contracts  
As of September 30, 2020**

<u>Project / Contracts</u>	<u>Committed</u>	<u>Remaining</u>
ADA Landing Pads	\$292,901	\$141,848
AV Pilot Project	\$136,000	\$12,600
Cisco Swith Project	\$158,000	\$158,000
Clearwater Multimodal Terminal	\$159,955	\$19,727
Downtown Circulator Stops	\$82,719	\$25,091
Hastus	\$500,000	\$292,787
Heavy Duty Vehicle Lifts	\$1,384,723	\$649,039
Park Street Terminal Roof	\$107,063	\$27,112
Purchase Electric LowNo Buses	\$3,667,144	\$3,539,787
Regional Fare Collection Project	\$2,982,484	\$316,637
Security & Safety Systems	\$156,555	\$107,019
Shelters	\$726,718	\$3,727
SMS Document Updates	\$95,000	\$33,229
SunRunner	\$32,191,060	\$22,128,425
Sustainability Plan	\$165,757	\$120,287
TAMs Consultant	\$61,885	\$39,862
TOD Project	\$475,991	\$77,664
Trolley Purchase	\$9,135,595	\$9,135,595
Wheel Alignment Machine	\$38,516	\$38,516
<b>Total</b>	<b>\$52,518,066</b>	<b>\$36,866,952</b>

**(d) COVID-19**

In March 2020, the World Health Organization declared the outbreak of COVID-19 as a “public health emergency of international concern,” which continues to spread throughout the world and has adversely impacted global commercial activity. The COVID-19 outbreak and government responses are creating disruption in global supply chains and impacting many industries. The outbreak could have a continued material, adverse impact on economic and market conditions and could trigger a period of global economic slowdown. The rapid development and fluidity of this situation precludes any prediction as to the ultimate material, adverse impact of the COVID-19 outbreak. Nevertheless, the outbreak presents uncertainty and risk with respect to the Authority, its performance and its financial results.

**(11) Subsequent Events**

Subsequent to year end, the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) was passed. Specific to the Authority, CRRSAA will provide an additional \$15 million in Federal Transit Agency COVID-19 5307 formula funding to cover costs of operations only.

**SECTION III**  
**REQUIRED SUPPLEMENTARY INFORMATION**  
**(UNAUDITED)**

**PINELLAS SUNCOAST TRANSIT AUTHORITY**

**Required Supplementary Information  
Schedule of Changes in Other Postemployment Benefits Liability and Related Ratios**

Other Postemployment Benefits (OPEB) Plan Last Ten Fiscal Years*	Last Ten Measurement Periods (Unaudited)				
	2020	2019	2018	2017	2016
OPEB Liability Beginning of Year	\$ 2,452,283	\$ 2,067,165	\$ 1,923,009	\$ 2,905,979	\$ 2,943,847
Changes for the Year:					
Service Cost	188,521	87,502	89,211	107,472	107,215
Interest on OPEB Liability	92,269	76,146	68,184	77,647	78,460
Changes of Benefit Terms	-	-	-	-	-
Difference Between Actual and Expected Experience	(91,621)	(231,264)	86,420	(844,549)	24,974
Changes of Assumptions	155,158	579,342	-	(96,494)	-
Benefit Payments	(128,041)	(126,608)	(99,659)	(227,046)	(248,517)
OPEB Liability End of Year	<u>\$ 2,668,569</u>	<u>\$ 2,452,283</u>	<u>\$ 2,067,165</u>	<u>\$ 1,923,009</u>	<u>\$ 2,905,979</u>
Covered Payroll	<u>\$ 33,175,766</u>	<u>\$ 31,479,917</u>	<u>\$ 30,388,585</u>	<u>\$ 29,753,116</u>	<u>\$ 27,439,156</u>

\* The Amounts Presented for Each Fiscal Year were Determined as of September 30.

Note 1: Information is required to be presented for 10 years. However, until a full 10-year trend is compiled, the Authority will present information for only those years for which information is available.

Note 2: The Authority has no assets segregated, restricted, or held in a irrevocable trust to pay for OPEB benefits.

Note 3: In the fiscal year ended September 30, 2017, the actuarial assumption for healthcare cost trend rates decreased and the discount rate increased.

Note 4: In the fiscal year ended September 30, 2019, the actuarial assumption for per capita costs was updated using a new costing method, the mortality table was updated, as were the termination tables. Retirement tables, payroll growth tables, and the measurement date discount rate were also updated, as were health care trend rates.

Note 5: In the fiscal year ended September 30, 2020, the actuarial assumption for the measurement date discount rate was updated.

**PINELLAS SUNCOAST TRANSIT AUTHORITY**

**Required Supplementary Information  
Schedule of Proportionate Share of Net Pension Liability – Pension Plan**

**Last Ten Fiscal Years  
(Unaudited)**

	<b>2020</b>	<b>2019</b>	<b>2018</b>	<b>2017</b>	<b>2016</b>	<b>2015</b>	<b>2014</b>
<b>Florida Retirement System Pension Plan Last Ten Fiscal Years*</b>							
Authority's Proportion of the Net Pension Liability	0.068565662%	0.069609768%	0.066960334%	0.068003875%	0.063517223%	0.066955424%	0.065424235%
Authority's Proportionate Share of the Net Pension Liability	\$ 29,717,368	\$ 23,972,635	\$ 20,168,800	\$ 20,115,090	\$ 16,038,149	\$ 8,648,191	\$ 3,991,840
Authority's Covered Payroll **	\$ 34,329,612	\$ 33,715,964	\$ 31,365,733	\$ 30,821,174	\$ 28,037,676	\$ 27,438,151	\$ 26,402,185
Authority's Proportionate Share of the Net Pension Liability (Asset) as a Percentage of its Covered Payroll	115.52%	140.64%	155.52%	79.51%	63.54%	31.77%	15.12%
Plan Fiduciary Net Position as a Percentage of the total Pension Liability	78.85 %	82.61 %	84.26 %	83.89%	84.88%	92.00%	96.09%

\* The Amounts Presented for Each Fiscal Year were Determined as of June 30.

\*\* Authority's covered payroll represents pensionable wages of all FRS participants in the traditional FRS pension and in the investment plan as of the measurement date.  
Note: Information is required to be presented for 10 years. However, until a full 10-year trend is compiled, the Authority will present information for only those years

**Retiree Health Insurance Subsidy Program  
Last Ten Fiscal Years\***

	<b>2020</b>	<b>2019</b>	<b>2018</b>	<b>2017</b>	<b>2016</b>	<b>2015</b>	<b>2014</b>
Authority's Proportion of the Net Pension Liability	0.098904665%	0.100791376%	0.096011200%	0.096598126%	0.090789279%	0.090450945%	0.088831612%
Authority's Proportionate Share of the Net Pension Liability	\$ 12,076,098	\$ 11,277,546	\$ 10,161,933	\$ 10,328,717	\$ 10,581,114	\$ 9,224,574	\$ 8,305,972
Authority's Covered Payroll	\$ 34,329,612	\$ 33,715,964	\$ 31,365,733	\$ 30,821,174	\$ 28,037,676	\$ 27,438,151	\$ 26,402,185
Authority's Proportionate Share of the Net Pension Liability (Asset) as a Percentage of Its Covered Payroll	284.28%	298.97%	308.66%	33.51%	37.74%	33.62%	31.46%
Plan Fiduciary Net Position as a Percentage of the total Pension Liability	3.00%	2.63%	2.15%	1.64%	0.97%	0.50%	0.99%

\* The Amounts Presented for Each Fiscal Year were Determined as of June 30.

Note: Information is required to be presented for 10 years. However, until a full 10-year trend is compiled, the Authority will present information for only those years

**PINELLAS SUNCOAST TRANSIT AUTHORITY**

**Required Supplementary Information  
Schedule of Contributions – Pension Plan**

**Last Ten Fiscal Years  
(Unaudited)**

	<b>2020</b>	<b>2019</b>	<b>2018</b>	<b>2017</b>	<b>2016</b>	<b>2015</b>	<b>2014</b>
<b>Florida Retirement System Pension Plan</b>							
<b>Last Ten Fiscal Years*</b>							
Contractually Required Contribution	\$ 2,402,053	\$ 2,206,623	\$ 1,954,193	\$ 1,733,196	\$ 1,608,061	\$ 1,607,344	\$ 1,547,917
Contributions in Relation to the Contractually Required Contribution	(2,402,053)	(2,206,623)	(1,954,193)	(1,733,196)	(1,608,061)	(1,607,344)	(1,547,917)
Contribution Deficiency (Excess)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Authority's Covered Payroll	\$34,394,741	\$34,143,901	\$31,729,648	\$30,248,671	\$28,199,337	\$27,229,593	\$26,777,717
Contributions as a Percentage of Covered Payroll	6.98%	6.46%	6.16%	5.73%	5.70%	5.90%	5.78%

\*The Amounts Presented for Each Fiscal Year were Determined as of September 30.

\*\* Authority's covered payroll represents pensionable wages of all FRS participants in the traditional FRS pension and in the investment plan as of the measurement date. Authority's covered payroll is defined by GASB Statement 82 and applied to 2017 through 2014 for comparative purposes.

Note: Information is required to be presented for 10 years. However, until a full 10-year trend is compiled, the Authority will present information for only those years for which information is available.

**Retiree Health Insurance Subsidy Program**

	<b>2020</b>	<b>2019</b>	<b>2018</b>	<b>2017</b>	<b>2016</b>	<b>2015</b>	<b>2014</b>
<b>Last Ten Fiscal Years*</b>							
Contractually Required Contribution	\$ 571,023	\$ 566,789	\$ 526,712	\$ 501,622	\$ 468,518	\$ 376,752	\$ 325,698
Contributions in Relation to the Contractually Required Contribution	(571,023)	(566,789)	(526,712)	(501,622)	(468,518)	(376,752)	(325,698)
Contribution Deficiency (Excess)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Authority's Covered Payroll	\$34,394,741	\$34,143,901	\$31,729,648	\$30,248,671	\$28,199,337	\$27,229,593	\$26,777,717
Contributions as a Percentage of Covered Payroll	1.66%	1.66%	1.66%	1.66%	1.66%	1.38%	1.22%

\*The Amounts Presented for Each Fiscal Year were Determined as of September 30.

Note: Information is required to be presented for 10 years. However, until a full 10-year trend is compiled, the Authority will present information for only those years for which information is available.

**SECTION IV**  
**STATISTICAL SECTION**  
**(UNAUDITED)**

**STATISTICAL SECTION  
(UNAUDITED)**

This part of the Comprehensive Annual Financial Report presents detailed information as a context for understanding what the information in the financial statements, note disclosures, and required supplementary information says about the Authority’s overall financial health.

**CONTENTS**

**Financial Trends** ..... 69

*These schedules contain trend information to help the reader understand how the Authority’s financial performance and well-being have changed over time.*

**Revenue Capacity**..... 77

*These schedules contain information to help the reader assess the Authority’s sources of revenue, especially the most significant local revenue source, the property tax.*

**Demographic and Economic Information** ..... 83

*These schedules offer demographic and economic indicators to help the reader understand the environment within which the Authority’s financial activities take place.*

**Operating Information** ..... 86

*These schedules contain service and infrastructure data to help the reader understand how the information in the Authority’s financial report relates to the services the Authority provides and the activities it performs.*



**STATISTICAL SECTION  
(UNAUDITED)**

Financial Trends

- Net Position by Components (FY 2011 - FY 2020)
- Changes in Net Position (FY 2011 – FY 2020)
- Revenues by Function/Program (FY 2011 – FY 2020)
- Expenses by Function/Program (FY 2011 – FY 2020)
- Property Tax Revenue by Year (FY 2011 – FY 2020)

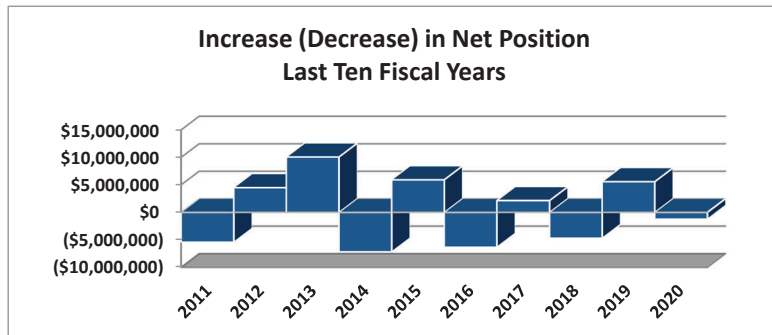
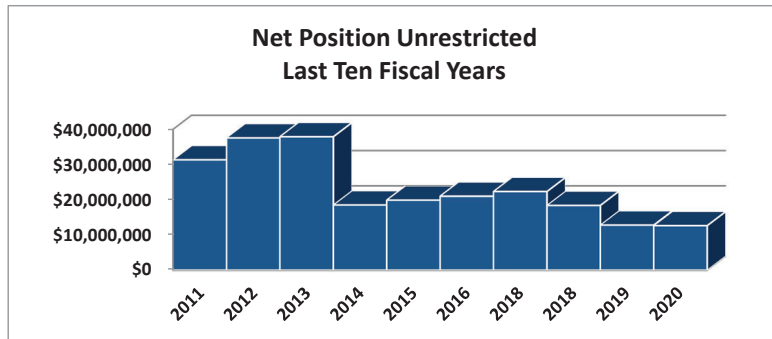
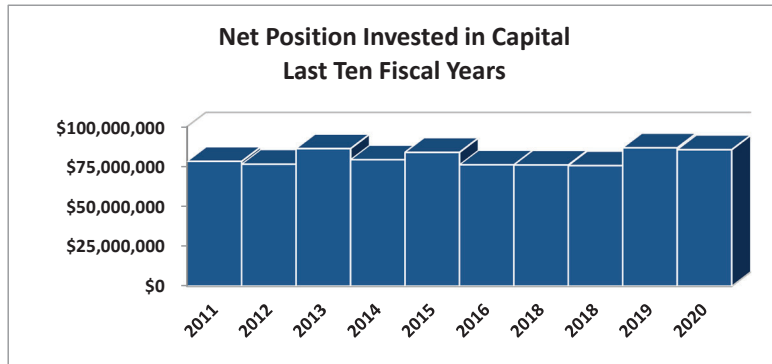
**PINELLAS SUNCOAST TRANSIT AUTHORITY**

**Net Position by Components**

**Fiscal Years 2011 – 2020**

	Fiscal Year				
	2011	2012	2013	2014	2015
<b>Business Type Activities</b>					
Net investment in capital assets	\$ 78,170,420	\$ 76,411,608	\$ 86,156,611	\$ 79,199,247	\$ 83,810,021
Restricted	26,619	51,229	61,972	74,992	13,020
Unrestricted	31,318,850	37,554,309	37,862,802	18,489,859 (1)	19,865,822
<b>Total net position</b>	<b>\$ 109,515,889</b>	<b>\$ 114,017,146</b>	<b>\$ 124,081,385</b>	<b>\$ 97,764,098</b>	<b>\$ 103,688,863</b>

	Fiscal Year				
	2016	2017	2018	2019	2020
<b>Business Type Activities</b>					
Net investment in capital assets	\$ 76,019,269	\$ 75,914,243	\$ 75,483,987	\$ 86,661,740	\$ 85,482,712
Restricted	350,630	381,789	55,289	30,925	159,449
Unrestricted	20,993,888	22,316,124 (2)	18,383,748	12,801,579	12,623,921
<b>Total net position</b>	<b>\$ 97,363,787</b>	<b>\$ 98,612,156</b>	<b>\$ 93,923,024</b>	<b>\$ 99,494,244</b>	<b>\$ 98,266,082</b>



(1) Restated to conform to GASB Statement 68.

(2) Restated to conform to GASB Statement 75.

**Note: The statistical section contains "Unaudited" data.**

**PINELLAS SUNCOAST TRANSIT AUTHORITY**

**Changes in Net Position**

**Fiscal Years 2011 – 2020**

	Fiscal Year												
	2011		2012		2013		2014		2015				
Operating revenues:													
Passenger fares	\$	12,788,411	(1)	\$	14,279,728	(1)	\$	14,098,511	(1)	\$	13,585,399	\$	12,194,799
Demand response		1,032,194	(1)		1,056,808	(1)		1,098,822	(1)		1,079,160	(1)	1,143,997
Advertising revenue		395,847	(1)		439,557	(1)		417,851	(1)		248,224		485,359
Total operating revenues		<u>14,216,452</u>			<u>15,776,093</u>			<u>15,615,184</u>			<u>14,912,783</u>		<u>13,824,155</u>
Operating expenses:													
Transportation		30,351,762			32,524,451			33,907,097			33,663,536		34,879,734
Purchased Transportation		6,421,346	(1)		5,854,472	(1)		6,556,558	(1)		6,846,800	(1)	7,444,573
Maintenance		7,604,823			7,256,709			8,172,956			8,374,708		8,902,528
Administration and finance		10,243,021			9,333,777			9,762,130			10,767,137		11,465,894
Marketing		1,826,406			1,702,420			2,202,059			2,591,069		708,839
Total operating expenses , before depreciation		<u>56,447,358</u>			<u>56,671,829</u>			<u>60,600,800</u>			<u>62,243,250</u>		<u>63,401,568</u>
Operating loss before depreciation		(42,230,906)			(40,895,736)			(44,985,616)			(47,330,467)		(49,577,413)
Depreciation		<u>8,156,263</u>			<u>7,694,806</u>			<u>8,487,063</u>			<u>9,723,423</u>		<u>10,436,619</u>
Operating loss		<u>(50,387,169)</u>			<u>(48,590,542)</u>			<u>(53,472,679)</u>			<u>(57,053,890)</u>		<u>(60,014,032)</u>
Nonoperating revenues:													
Federal maintenance assistance		2,453,338			7,213,949	(1)		6,045,338	(1)		4,819,162	(1)	5,016,216
State operating assistance		3,567,209			3,847,388			3,917,007			4,015,888		4,086,490
Other federal grants		5,898,891			1,916,693	(1)		1,189,876	(1)		1,946,552	(1)	1,378,600
Special project assistance - state grants		777,813			1,124,795			3,004,543			2,994,467		3,169,227
Special project assistance - local grants		638,668			672,877			767,849			833,222		873,441
Property tax revenues, net		26,868,560			33,009,275			32,282,955			33,365,462		35,592,336
Investment income		127,470			221,905			146,824			55,618		193,039
Fuel tax refunds		560,059			610,910			610,172			613,721		649,202
Other, net		155,824			130,357			16,544			67,955		(14,055)
Total nonoperating revenues		<u>41,047,832</u>			<u>48,748,149</u>			<u>47,981,108</u>			<u>48,712,047</u>		<u>50,944,496</u>
(Loss) income before capital grants and special item		(9,339,337)			157,607			(5,491,571)			(8,341,843)		(9,069,536)
Capital grants and other related revenues		<u>3,919,798</u>			<u>4,343,650</u>			<u>15,555,810</u>			<u>1,052,867</u>		<u>14,994,301</u>
Contributed capital - local government		-			-			-			100,000		-
Contributed capital - private sources		-			-			-			-		-
Increase (decrease) in net position		(5,419,539)			4,501,257			10,064,239			(7,188,976)		5,924,765
Net position, beginning of year		<u>114,935,428</u>			<u>109,515,889</u>			<u>114,017,146</u>			<u>104,953,074</u>	(2)	<u>97,764,098</u>
Net position, end of year		<u>\$ 109,515,889</u>			<u>\$ 114,017,146</u>			<u>\$ 124,081,385</u>			<u>\$ 97,764,098</u>		<u>\$ 103,688,863</u>

(1) This has been reclassified to conform to current year's classifications.

(2) This has been restated to conform to GASB Statements 68 and 71.

**Note: The statistical section contains "Unaudited" data.**

**PINELLAS SUNCOAST TRANSIT AUTHORITY**

**Revenues by Function/Program  
Last Ten Fiscal Years**

**Fiscal Years 2011 - 2020**

	Fiscal Year				
	2011	2012	2013	2014	2015
<b>Operating revenues:</b>					
Passenger fares	\$ 12,788,411	\$ 14,279,728	\$ 14,098,511	\$ 13,585,399	\$ 12,194,799
Demand response	1,032,194 (1)	1,056,808 (1)	1,098,822 (1)	1,079,160	1,143,997
Advertising revenue	395,847	439,557	417,851	248,224	485,359
<b>Total operating revenues</b>	<b>14,216,452</b>	<b>15,776,093</b>	<b>15,615,184</b>	<b>14,912,783</b>	<b>13,824,155</b>
<b>Nonoperating revenues:</b>					
Federal maintenance assistance	2,453,338	7,213,949	6,045,338	4,819,162	5,016,216
State operating assistance	3,567,209	3,847,388	3,917,007	4,015,888	4,086,490
Other federal grants	5,898,891	1,916,693	1,189,876	1,946,552	1,378,600
Special project assistance - state grants	777,813	1,124,795	3,004,543	2,994,467	3,169,227
Special project assistance - local grants	638,668	672,877	767,849	833,222	873,441
Property tax revenues, net	26,868,560	33,009,275	32,282,955	33,365,462	35,592,336
Investment income	127,470	221,905	146,824	55,618	193,039
Fuel tax refunds	560,059	610,910	610,172	613,721	649,202
Other, net	155,824	130,357	16,544	67,955	(14,055)
<b>Total nonoperating revenues</b>	<b>41,047,832</b>	<b>48,748,149</b>	<b>47,981,108</b>	<b>48,712,047</b>	<b>50,944,496</b>
Capital grants and other related revenues	3,919,798	4,343,650	15,555,810	1,052,867	14,994,301
Contributed capital - local government	-	-	-	100,000	-
Contributed capital - private sources	-	-	-	-	-
<b>Total all revenues</b>	<b>\$ 59,184,082</b>	<b>\$ 68,867,892</b>	<b>\$ 79,152,102</b>	<b>\$ 64,777,697</b>	<b>\$ 79,762,952</b>

	Fiscal Year				
	2016	2017	2018	2019	2020
<b>Operating revenues:</b>					
Passenger fares	\$ 10,791,925	\$ 9,535,246	\$ 9,473,561	\$ 9,129,892	\$ 4,165,445
Demand response	1,197,937	1,303,510	1,501,156	1,533,743	677,032
Advertising revenue	577,046	582,761	615,234	660,371	779,180
<b>Total operating revenues</b>	<b>12,566,908</b>	<b>11,421,517</b>	<b>11,589,951</b>	<b>11,324,006</b>	<b>5,621,657</b>
<b>Nonoperating revenues (expenses):</b>					
Federal maintenance assistance	4,979,539	5,009,268	5,026,849	4,975,583	4,571,923
State operating assistance	4,181,314	4,155,670	4,303,778	4,322,748	4,709,570
Other federal grants	935,330	967,084	1,504,617	2,618,763	12,515,684
Special project assistance - state grants	3,621,648	4,090,853	5,022,559	5,784,028	4,448,877
Special project assistance - local grants	922,275	1,174,823	1,282,808	1,715,148	1,412,272
Property tax revenues, net	38,166,312	41,607,265	45,389,030	49,113,559	53,031,249
Investment income	250,882	435,080	809,788	1,114,257	874,486
Fuel tax refunds	641,838	630,827	636,416	644,668	580,645
Other, net	313,578	(104,959)	228,008	(210,359)	90,453
<b>Total nonoperating revenues</b>	<b>54,012,716</b>	<b>57,965,911</b>	<b>64,203,853</b>	<b>70,078,395</b>	<b>82,235,159</b>
Capital grants and other related revenues	1,918,427	13,863,703	3,764,851	17,263,244	3,379,540
Contributed capital - local government	9,000	9,000	637,254	532,825	690,790
Contributed capital - private sources	-	23,320	38,746	91,919	8,884
<b>Total all revenues</b>	<b>\$ 68,507,051</b>	<b>\$ 83,283,451</b>	<b>\$ 80,234,655</b>	<b>\$ 99,290,389</b>	<b>\$ 91,936,030</b>

(1) This has been reclassified to conform to current year's classifications.

**Note: The statistical section contains "Unaudited" data.**

**PINELLAS SUNCOAST TRANSIT AUTHORITY**

**Expenses by Function/Program  
Last Ten Fiscal Years**

**Fiscal Years 2011 – 2020**

	Fiscal Year				
	2011	2012	2013	2014	2015
Operating expenses:					
Transportation	\$ 30,351,762	\$ 32,524,451	\$ 33,907,097	\$ 33,663,536	\$ 34,879,734
Purchased Transportation	6,421,346 (1)	5,854,472 (1)	6,556,558 (1)	6,846,800	7,444,573
Maintenance	7,604,823	7,256,709	8,172,956	8,374,708	8,902,528
Administration and finance	10,243,021	9,333,777	9,762,130	10,767,137	11,465,894
Marketing	1,826,406	1,702,420	2,202,059	2,591,069	708,839
Total operating expenses, before depreciation	<u>56,447,358</u>	<u>56,671,829</u>	<u>60,600,800</u>	<u>62,243,250</u>	<u>63,401,568</u>
Depreciation	<u>8,156,263</u>	<u>7,694,806</u>	<u>8,487,063</u>	<u>9,723,423</u>	<u>10,436,619</u>
Total all expenses	<u>\$ 64,603,621</u>	<u>\$ 64,366,635</u>	<u>\$ 69,087,863</u>	<u>\$ 71,966,673</u>	<u>\$ 73,838,187</u>

	Fiscal Year				
	2016	2017	2018	2019	2020
Operating expenses:					
Transportation	\$ 33,815,879	\$ 36,266,463 (1)	38,570,917	42,873,233	42,631,142
Purchased Transportation	7,738,429	9,637,695	11,627,971	12,123,292	10,538,164
Maintenance	10,178,517	11,536,994 (1)	11,510,788	12,203,763	12,759,510
Administration and finance	12,192,055	12,921,156 (1)	13,898,829	16,682,258	17,389,460
Marketing	657,700	819,842 (1)	943,235	852,508	1,120,625
Total operating expenses, before depreciation	<u>64,582,580</u>	<u>71,182,150</u>	<u>76,551,740</u>	<u>84,735,054</u>	<u>84,438,901</u>
Depreciation	<u>10,249,547</u>	<u>9,976,763</u>	<u>8,372,047</u>	<u>8,984,115</u>	<u>8,725,291</u>
Total all expenses	<u>\$ 74,832,127</u>	<u>\$ 81,158,913</u>	<u>\$ 84,923,787</u>	<u>\$ 93,719,169</u>	<u>\$ 93,164,192</u>

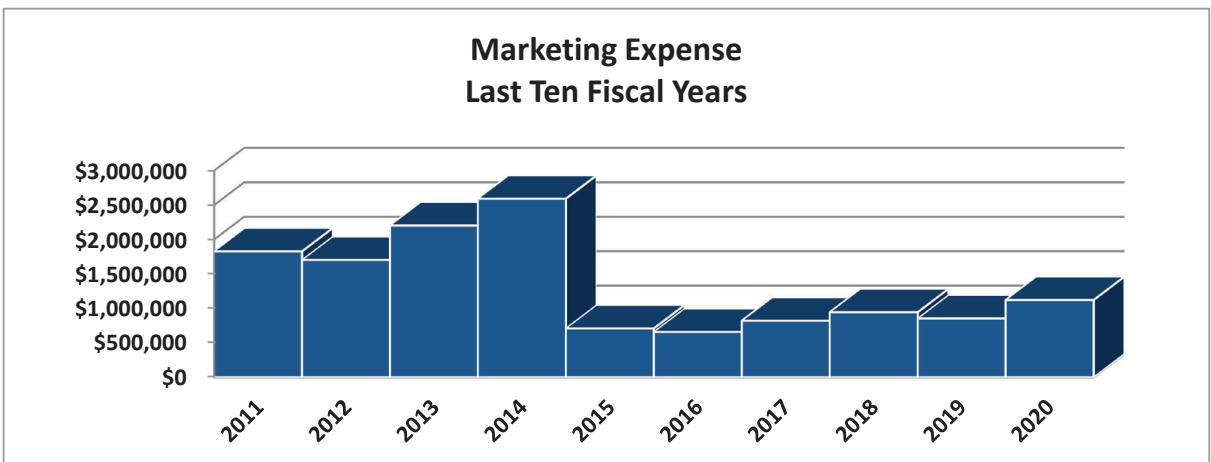
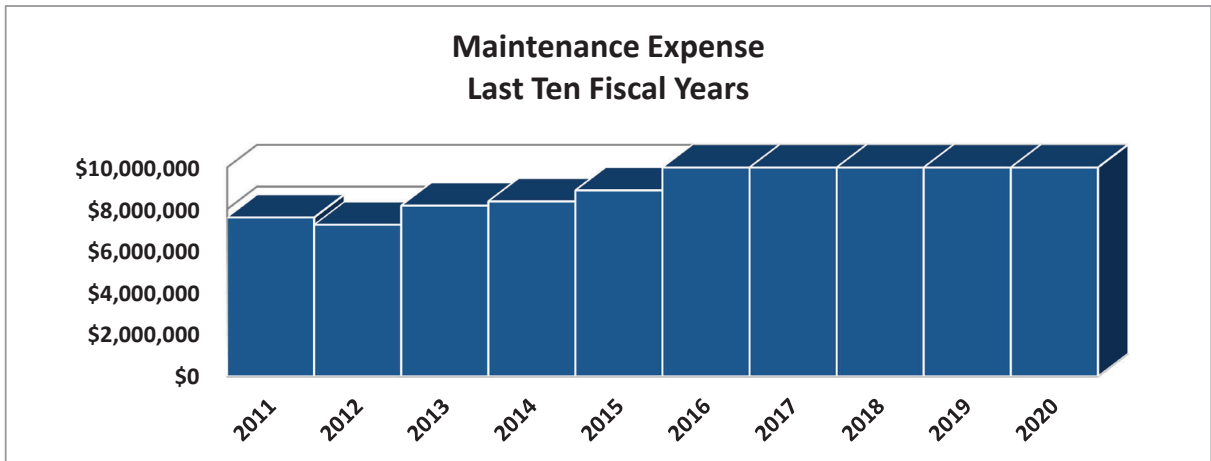
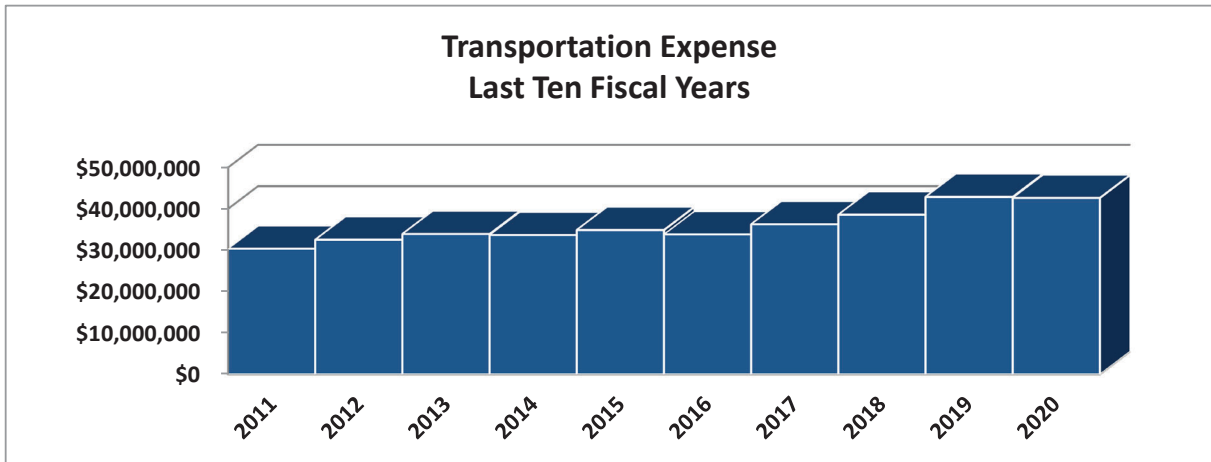
(1) This has been reclassified to conform to current year's classifications.

**Note: The statistical section contains "Unaudited" data.**

**PINELLAS SUNCOAST TRANSIT AUTHORITY**

**Expenses by Function/Program  
Last Ten Fiscal Years**

**Fiscal Years 2011 – 2020**

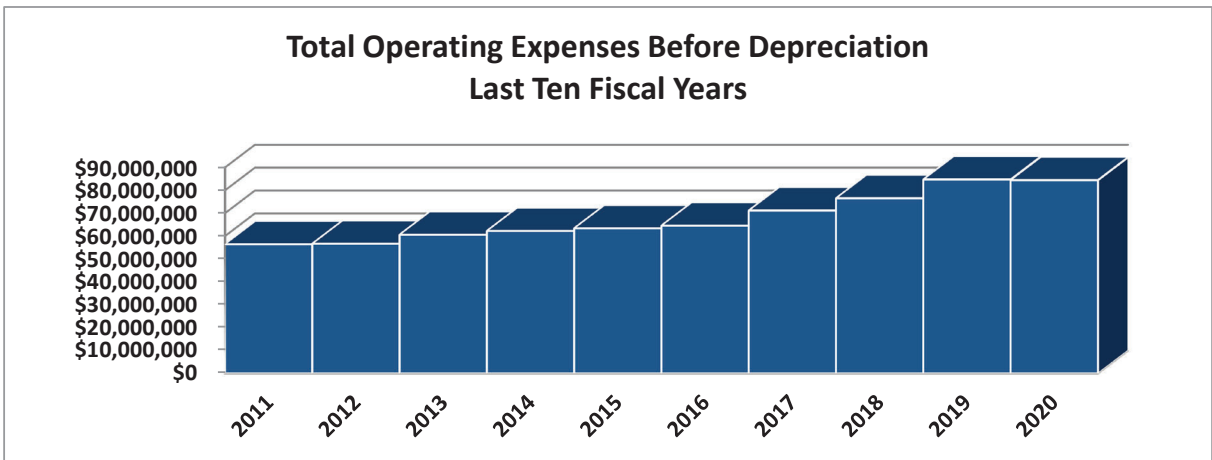
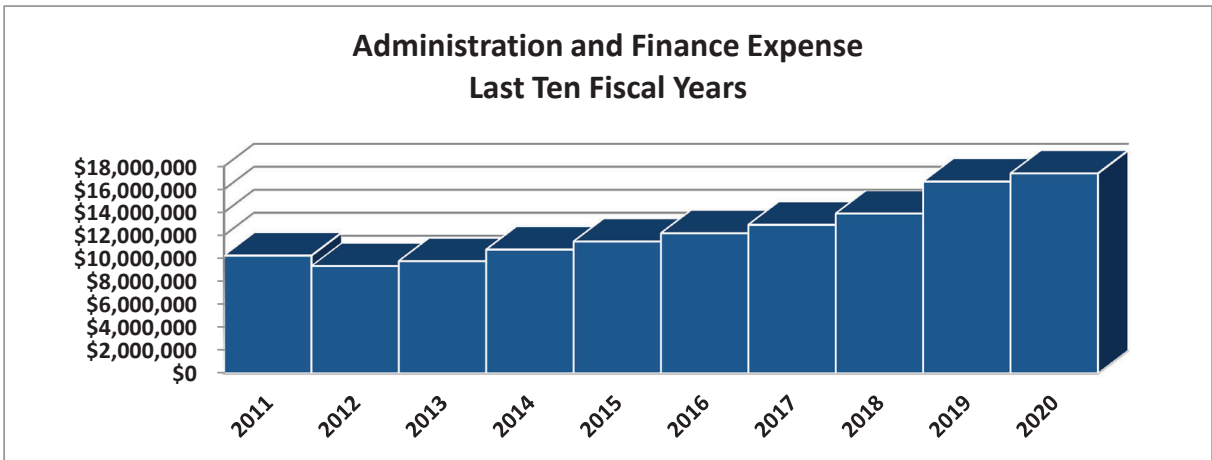
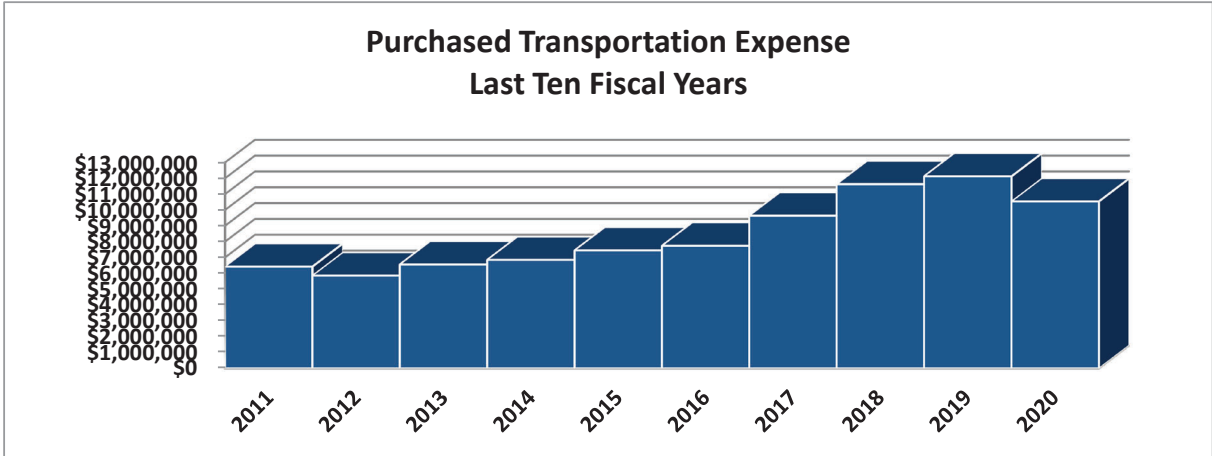


**Note: The statistical section contains "Unaudited" data.**

**PINELLAS SUNCOAST TRANSIT AUTHORITY**

**Expenses by Function/Program  
Last Ten Fiscal Years**

**Fiscal Years 2011 – 2020**



**Note: The statistical section contains "Unaudited" data.**

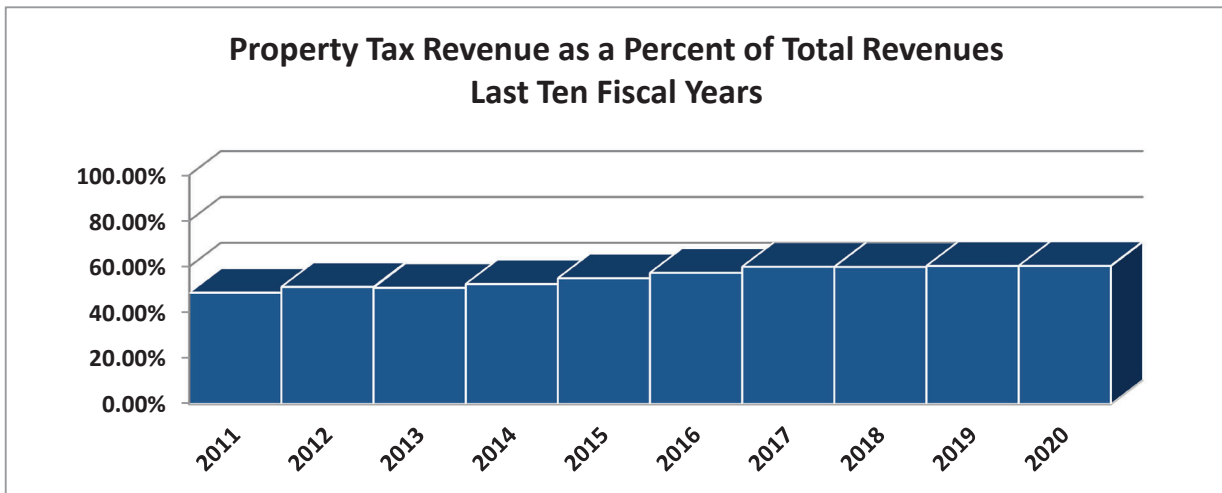
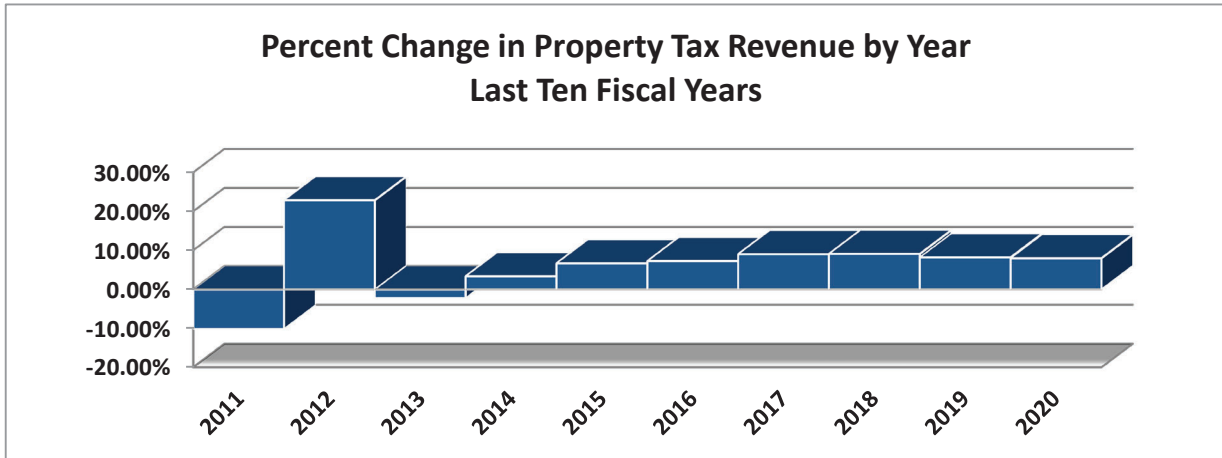
**PINELLAS SUNCOAST TRANSIT AUTHORITY**

**Property Tax Revenue by Year  
Last Ten Fiscal Years**

**Fiscal Years 2011 – 2020**

<b>Fiscal Year</b>	<b>Property Tax Dollars</b>	<b>Percent Change</b>	<b>Total Revenues *</b>	<b>Percent of Total</b>	<b>Millage Rate</b>
2011	26,868,560	-10.12%	55,264,284	48.62%	0.5601
2012	33,009,275	22.85%	64,524,242	51.16%	0.7305
2013	32,282,955	-2.20%	63,596,292	50.76%	0.7305
2014	33,365,462	3.35%	63,624,830	52.44%	0.7305
2015	35,592,336	6.67%	64,768,651	54.95%	0.7305
2016	38,166,312	7.23%	66,579,624	57.32%	0.7305
2017	41,607,265	9.02%	69,387,428	59.96%	0.7500
2018	45,389,030	9.09%	75,793,804	59.88%	0.7500
2019	49,113,559	8.21%	81,402,401	60.33%	0.7500
2020	53,031,249	7.98%	87,856,815	60.36%	0.7500

\* excludes capital grants and contributed capital.



**Note: The statistical section contains "Unaudited" data.**



**STATISTICAL SECTION  
(UNAUDITED)**

**Revenue Capacity**

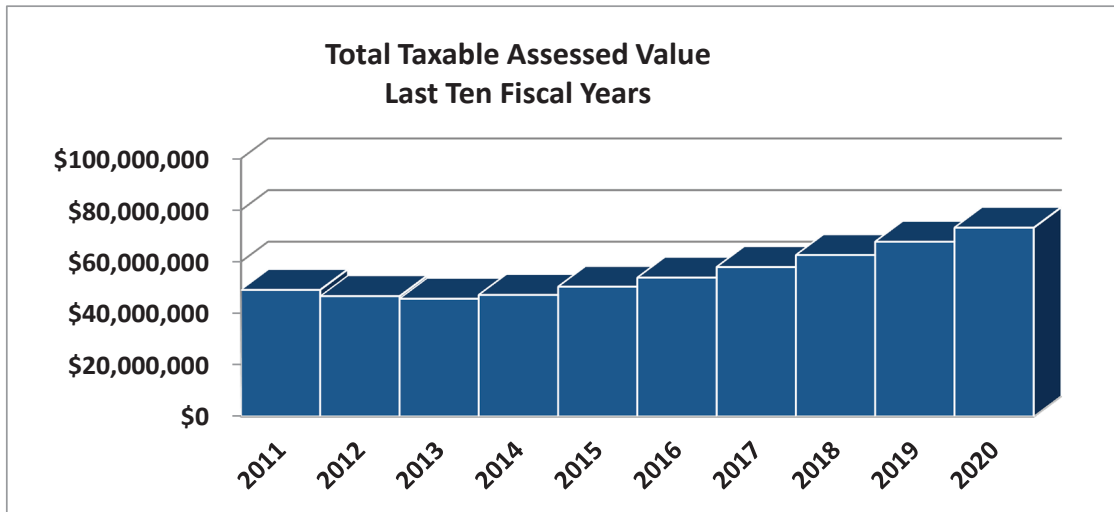
- Taxable Assessed Value and Estimated Actual Value of Taxable Property (FY 2011 – FY 2020)
- Direct and Overlapping Property Tax Rates (FY 2011 – FY 2020)
- Principal Property Taxpayers (FY 2011 – FY 2020)
- Property Tax Levies and Collections (FY 2011 – FY 2020)
- Farebox Recovery Percentage (FY 2011 – FY 2020)

**PINELLAS SUNCOAST TRANSIT AUTHORITY**

**Taxable Assessed Value and Estimated Actual Value of Taxable Property  
Last Ten Fiscal Years  
(Dollars in Thousands)**

**Fiscal Years 2011 - 2020**

<b>Fiscal Year</b>	<b>Estimated Actual Value (a)</b>			<b>Total Taxable Assessed Value</b>	<b>Total Direct Tax Rate (d)</b>
	<b>Real Property</b>	<b>Centrally Assessed Property (b)</b>	<b>Exemptions (c)</b>		
2011	71,085,388	5,421	21,948,052	49,142,757	0.5601
2012	67,013,602	6,100	20,353,324	46,666,378	0.7305
2013	64,892,654	6,150	19,197,776	45,701,028	0.7305
2014	67,950,230	6,263	20,785,617	47,170,876	0.7305
2015	75,375,232	6,506	25,059,878	50,321,860	0.7305
2016	82,866,812	6,957	29,015,580	53,858,189	0.7305
2017	75,953,105	7,171	17,975,184	57,977,920	0.7500
2018	97,076,057	6,603	18,426,193	62,614,865	0.7500
2019	105,263,104	6,365	19,023,798	67,812,395	0.7500
2020	113,238,615	6,977	19,885,584	73,238,574	0.7500



Source: Pinellas County Property Appraiser's Forms DR-403CC, DR-403V, DR-403AM and DR-403AC.

**(a)** Section 192.001(2), Florida Statutes, defines assessed value of property as "an annual determination of the just or fair market of item or property...." Therefore, grossed assessed value is "Estimated Actual Value." Assessed value is estimated and adjusted annually with a physical inspection every third year.

**(b)** Centrally assessed property is property that is assessed by the State of Florida rather than by the Property Appraiser since the property is located in more than one county. Real Property only included.

**(c)** Exemptions are provided for agricultural, government, institutional and historic preservation property. Exemptions available solely to residential property include, but are not limited to, widows/widowers, disabled/blind, \$50,000 homestead and homestead differential (capped).

**(d)** Total Direct Rate is the average of the direct rates levied (taxes levied to total taxable value). PSTA levies taxes only on real property within the PSTA's geographic area.

**Note: The statistical section contains "Unaudited" data.**

**PINELLAS SUNCOAST TRANSIT AUTHORITY**

**Direct and Overlapping Property Tax Rates (a)  
Last Ten Fiscal Years  
(In Mills, Per \$1,000 of Assessed Value)**

**Fiscal Years 2011 - 2020**

Fiscal Year	Direct Rates (a)				Overlapping Rates (b)						
	Basic Rate	Total Direct Rate	PSTA Maximum Allowed Rate	County Board Rate	School Board Rate	Emergency Medical Service	Others District Rate (c)	Lowest	Highest		
2011	0.5601	0.5601	0.7500	4.8730	8.3400	0.5832	1.4410	0.7511	5.9125		
2012	0.7305	0.7305	0.7500	4.8730	8.3850	0.8506	1.2390	0.7511	5.9125		
2013	0.7305	0.7305	0.7500	5.0727	8.3020	0.9158	1.3034	0.7511	6.7742		
2014	0.7305	0.7305	0.7500	5.2755	8.0600	0.9158	1.2959	0.7511	6.7700		
2015	0.7305	0.7305	0.7500	5.2755	7.8410	0.9158	1.2799	0.7511	6.7700		
2016	0.7305	0.7305	0.7500	5.2755	7.7700	0.9158	1.2629	0.7283	6.7700		
2017	0.7500	0.7500	0.7500	5.3377	7.3180	0.9158	1.2448	0.7294	6.7550		
2018	0.7500	0.7500	0.7500	5.2755	7.0090	0.9158	1.2262	0.6594	6.7550		
2019	0.7500	0.7500	0.7500	5.2755	6.7270	0.9158	1.2015	0.6737	6.7550		
2020	0.7500	0.7500	0.7500	5.2755	6.5840	0.9158	1.1932	0.6350	6.7550		

Source: Pinellas County Tax Collector

(a) Direct rates support the ad valorem revenue base recognized by PSTA.

(b) Overlapping rates are those rates levied by other local governments who overlap PSTA's geographic area.

(c) Other Districts includes Pinellas County Planning Council 0.015; Juvenile Welfare Board 0.8981; SW Florida Water Management District 0.2801.

**Note: The statistical section contains "Unaudited" data.**

**PINELLAS SUNCOAST TRANSIT AUTHORITY**

**Principal Property Taxpayers  
Fiscal Year 2020 and Nine Years Ago**

Taxpayer	Business	2020		2011	
		Taxable Assessed Value	Percentage of Total PSTA Taxable Assessed Value	Taxable Assessed Value	Percentage of Total PSTA Taxable Assessed Value
Bellwether Properties, Inc.	Real Estate	\$ 162,625,000	0.22%	\$ 119,557,610	0.24%
Publix Super Markets, Inc.	Grocery	149,567,063	0.20%	52,732,000	0.11%
Wyndham Vacation Resorts Inc,	Real Estate	118,024,594	0.16%		
Wal-Mart Stores East, LP	Retail Stores	116,479,041	0.16%	69,639,786	0.14%
Camden USA Inc	Real Estate	108,400,000	0.15%		
De Bartolo Capital PTNSHP	Retail Mall	104,250,000	0.14%	115,500,000	0.24%
B W C W Hospitality LLC	Hospitality	101,216,627	0.14%		
Duke Energy Florida Inc.	Electric Utility	100,384,309	0.14%	68,344,738	0.14%
Raymond James & Associates, Inc.	Financial Services	96,226,170	0.13%	96,639,786	0.20%
K & P Clearwater Estate LLC	Real Estate	8,025,000	0.01%		
Largo Medical Center Inc.	Hospital			61,542,048	0.13%
Franklin/Templeton Investor Svc.	Financial Services			58,005,301	0.12%
Pinellas County	Government			52,654,110	0.11%
K B Parkside LLC	Real Estate			47,842,165	0.10%
		<u>\$ 1,065,197,804</u>	<u>1.45%</u>	<u>\$ 742,457,544</u>	<u>1.51%</u>
Total Taxable Assessed Value		<u>\$ 73,238,574,423</u>		<u>\$ 49,142,757,008</u>	

Source: Pinellas County Property Appraiser

Methodology: Top ten taxpayers identified for Real Property only.

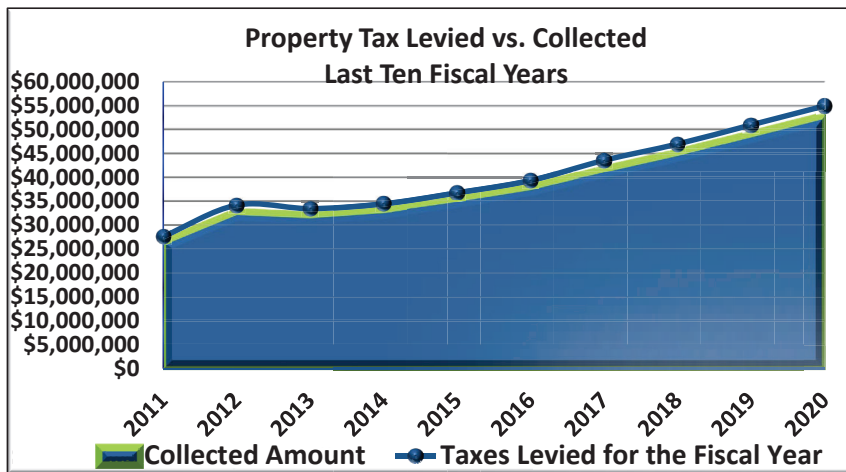
**Note: The statistical section contains "Unaudited" data.**

**PINELLAS SUNCOAST TRANSIT AUTHORITY**

**Property Tax Levies and Collections  
Last Ten Fiscal Years**

**Fiscal Years 2011 - 2020**

Fiscal Year	Taxes Levied for the Fiscal Year (b)	Collected Within the Fiscal Year of Levy (a)		Collections in Subsequent Years (c)	Total Collections to Date	
		Collected Amount	Percentage of Levy		Amount	Percentage of Levy
2011	27,609,711	26,582,862	96.28%	84,751	26,667,613	96.59%
2012	34,182,509	32,924,524	96.32%	64,634	32,989,158	96.51%
2013	33,455,349	32,218,321	96.30%	52,495	32,270,816	96.46%
2014	34,458,263	33,312,967	96.68%	33,011	33,345,978	96.77%
2015	36,760,049	35,559,325	96.73%	88,692	35,648,017	96.97%
2016	39,343,407	38,077,620	96.78%	148,565	38,226,184	97.16%
2017	43,549,763	41,954,890	96.34%	84,224	42,039,114	96.53%
2018	46,961,234	45,304,807	96.47%	41,325	45,346,132	96.56%
2019	50,950,610	49,072,233	96.31%	69,291	49,141,524	96.45%
2020	54,929,012	52,961,958	96.42%	-	52,961,958	96.42%



(a) Section 197.162, Florida Statutes, provide a 1% per month discount up to 4% for payments between November and February. Taxes collected after July 1st are categorized as delinquent.

(b) This is the revenue to be generated based on PSTA's direct rates; see page 79.

(c) All delinquent tax collections received during the year are applied to Collections Amount the year prior to collection, regardless of the year in which the taxes were originally levied. Therefore this may result in the Percentage of Levy in Total Collections to be greater than 100%.

Delinquent taxes by levy year are not available.

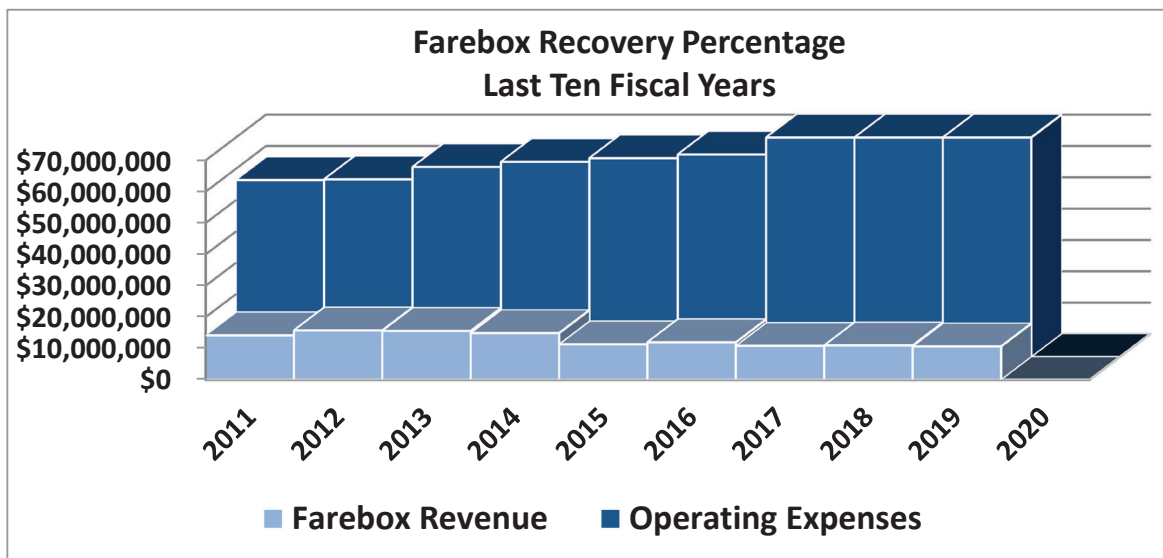
**Note: The statistical section contains "Unaudited" data.**

**PINELLAS SUNCOAST TRANSIT AUTHORITY**

**Farebox Recovery Percentage  
Last Ten Fiscal Years**

**Fiscal Years 2011 – 2020**

<b>Fiscal Year</b>	<b>Farebox Revenue</b>	<b>Percent Change</b>	<b>Operating Expenses (a)</b>	<b>Percent Change</b>	<b>Farebox Recovery</b>
2011	14,216,452	18.42%	56,447,358	0.91%	25.19%
2012	15,776,093	10.97%	56,671,829	0.40%	27.84%
2013	15,615,184	-1.02%	60,600,800	6.93%	25.77%
2014	14,912,783	-4.50%	62,243,250	2.71%	23.96%
2015	11,338,796	-23.97%	63,401,568	1.86%	17.88%
2016	11,989,862	5.74%	64,582,580	1.86%	18.57%
2017	10,838,756	-9.60%	71,819,275	11.21%	15.09%
2018	10,974,717	1.25%	76,551,740	6.59%	14.34%
2019	10,663,635	-2.83%	84,735,054	10.69%	12.58%
2020	4,842,477	-54.59%	84,438,901	-0.35%	5.73%



(a) Excludes depreciation.

**Note:** The statistical section contains "Unaudited" data.

**STATISTICAL SECTION  
(UNAUDITED)**

**Demographic and Economic Information**

- Demographic and Economic Statistics (FY 2011 – FY 2020)
- Principal Employers (FY 2011 and FY 2020)

**PINELLAS SUNCOAST TRANSIT AUTHORITY**

**Demographics, Population and Economic Statistics  
Last Ten Fiscal Years**

**Fiscal Years 2011 - 2020**

<b>Fiscal Year</b>	<b>Population (a)</b>	<b>Personal Income (dollars in thousands) (b)</b>	<b>Per Capita Personal Income (b)</b>	<b>School Enrollment (c)</b>	<b>Unemployment Rate (d)</b>
2020	984,925	N/A (e)	N/A (e)	N/A (e)	6.6%
2019	978,045	54,216,585	55,607	101,427	2.7%
2018	970,532	52,133,419	53,455	100,948	3.0%
2017	962,003	49,143,218	50,630	102,181	3.1%
2016	954,569	47,254,865	49,186	103,242	4.4%
2015	944,971	45,336,665	47,731	103,779	4.7%
2014	933,258	43,082,259	45,925	104,104	6.2%
2013	926,610	42,340,365	45,574	102,672	6.7%
2012	915,680	43,784,138	47,523	122,012	8.5%
2011	918,496	41,677,239	45,428	136,396	10.3%

(a) Source: Bureau of Economic & Business Research, University of Florida (2010-2019). Data available at State of Florida Office of Economic and Demographic Research.

(b) Source: Bureau of Economic Analysis, U.S. Department of Commerce (2010-2019).

(c) Source: The School Board of Pinellas County.

(d) Source: U.S. Department of Labor, September annually (not seasonally adjusted).

(e) Information not available.

**Note: The statistical section contains "Unaudited" data.**



**PINELLAS SUNCOAST TRANSIT AUTHORITY**

**Principal Employers  
FY 2020 and Nine Years Ago**

<b>Employer</b>	<b>2020 (a)</b>			<b>2011 (a)</b>		
	<b>Employees</b>	<b>Rank</b>	<b>Percentage of Total County Employment</b>	<b>Employees</b>	<b>Rank</b>	<b>Percentage of Total County Employment</b>
The Pinellas County School Board	15,000	1	3.08%	17,060	1	4.53%
Publix Super Markets, Inc.	7,000	2	1.44%			
Pinellas County BBC	5,900	3	1.21%			
Raymond James Financial Inc.	4,000	4	0.82%	2,500	8	0.66%
U.S. Dept. of Veteran Affairs	3,600	5	0.74%	4,581	2	1.22%
City of St. Petersburg	3,500	6	0.72%	3,178	3	0.84%
Walmart	3,000	7	0.62%			
John Hopkins All Children's Hospital	3,000	7	0.62%	2,600	6	0.69%
Morton Plant Hospital	2,900	8	0.59%	2,600	7	0.69%
St. Petersburg College	2,800	9	0.57%	2,478	9	0.66%
Tech Data	2,100	10	0.43%			
HSN Inc.						
Pinellas County Sherriff Office				2,646	5	0.70%
Pinellas County Government				2,693	4	0.71%
Bayfront Medical Center				2,100	10	0.56%
Total County Employment	487,540			376,967		

(a) Source: Florida Research and Economic Database and Pinellas County Department of Economic Development

**Note: The statistical section contains "Unaudited" data.**

**STATISTICAL SECTION  
(UNAUDITED)**

**Operating Information**

- Bus Service Effort and Accomplishments Per Mile (FY 2011 – FY 2020)
- Bus Service Effort and Accomplishments Per Hour (FY 2011 – FY 2020)
- Unlinked Passenger Changes (FY 2011 – FY 2020)
- Vehicles Operated at Maximum Service (FY 2011 – FY 2020)
- Number of Employees (FY 2011 – FY 2020)
- Miscellaneous Statistical Data (FY 2011 – FY 2020)

**PINELLAS SUNCOAST TRANSIT AUTHORITY**

**Bus Service Effort and Accomplishments  
Per Mile  
Last Ten Fiscal Years**

**Fiscal Years 2011 - 2020**

<b>Fiscal Year</b>	<b>Revenue Vehicle Miles (a)</b>	<b>Percent of Change</b>	<b>Operating Expense (b) Per Revenue Mile</b>	<b>Operating Expense (b) Per Passenger Mile</b>	<b>Unlinked Passenger Trips Per Revenue Mile (c)</b>
2011	8,796,952	-2.26%	\$ 5.76	\$ 0.71	1.45
2012	8,877,809	0.92%	\$ 5.78	\$ 0.72	1.54
2013	9,073,836	2.21%	\$ 6.21	\$ 0.78	1.56
2014	9,176,346	1.13%	\$ 6.23	\$ 0.83	1.55
2015	9,339,357	1.78%	\$ 6.17	\$ 0.85	1.56
2016 (d)	9,064,475	-2.94%	\$ 6.25	\$ 0.96	1.39
2017	8,635,597	-4.73%	\$ 6.95	\$ 1.08	1.32
2018 (e)	9,140,825	5.85%	\$ 7.33	\$ 1.23	1.22
2019	9,253,744	1.24%	\$ 7.23	\$ 1.09	1.24
2020	8,519,643	-7.93%	\$ 9.05	\$ 1.25	1.28

Source: PSTA

All bus data includes directly operated and purchased bus service.

(a) Does not include demand response.

(b) Operating expense excludes depreciation.

(c) Unlinked passenger figures count passengers each time that person boards a transit vehicle from the initial point of origin until he or she reaches a final destination.

(d) National Transportation Database revised reporting policy on two purchased bus service routes.

(e) Data revised.

N/A - Information not available.

**Note: The statistical section contains "Unaudited" data.**

**PINELLAS SUNCOAST TRANSIT AUTHORITY**

**Bus Service Effort and Accomplishments  
Per Hour  
Last Ten Fiscal Years**

**Fiscal Years 2011 - 2020**

<b>Fiscal Year</b>	<b>Revenue Vehicle Hours (a)</b>	<b>Percent of Change</b>	<b>Operating Expense (b) Per Revenue Hour</b>	<b>Operating Expense (b) Per Passenger Trip</b>	<b>Unlinked Passenger Trips Per Revenue Hour (c)</b>
2011	614,318	-2.25%	\$ 82.45	\$ 3.96	20.83
2012	620,760	1.05%	\$ 82.65	\$ 3.74	22.09
2013	636,039	2.46%	\$ 85.83	\$ 3.86	22.25
2014	641,039	0.79%	\$ 89.20	\$ 4.03	22.13
2015	651,199	1.58%	\$ 88.50	\$ 3.95	22.39
2016 (d)	627,579	-3.63%	\$ 90.25	\$ 4.48	14.44
2017	630,734	0.50%	\$ 96.74	\$ 5.26	18.38
2018 (e)	675,662	7.12%	\$ 99.18	\$ 5.99	16.56
2019	703,927	4.18%	\$ 96.22	\$ 5.81	16.57
2020	626,988	-10.93%	\$ 122.98	\$ 7.25	16.96

Source: PSTA

All bus data includes directly operated and purchased bus service.

**(a)** Does not include demand response.

**(b)** Operating expense excludes depreciation.

**(c)** Unlinked Passenger figures count passengers each time that person boards a transit vehicle from the initial point of origin until he or she reaches a final destination.

**(d)** National Transportation Database revised reporting policy on two purchased bus service routes.

N/A - Information not available.

**Note: The statistical section contains "Unaudited" data.**

**PINELLAS SUNCOAST TRANSIT AUTHORITY**

**Unlinked Passenger Changes  
Last Ten Fiscal Years**

**Fiscal Years 2011 - 2020**

<u>Fiscal Year</u>	<u>Bus (a)</u>	<u>Percent of Change</u>
2011	12,798,221	-0.11%
2012	13,713,027	7.15%
2013	14,150,506	3.19%
2014	14,183,941	0.24%
2015	14,578,287	2.78%
2016	12,635,319 (b)	-13.33%
2017	11,591,012 (b)	-8.26%
2018	11,521,351 (b)	-0.60%
2019	11,663,314	1.23%
2020	10,635,563	-8.81%

Source: PSTA

All bus data includes directly operated and purchased bus service.

**(a)** Unlinked passenger figures count passengers each time that person boards a transit vehicle from the initial point of origin until he or she reaches a final destination.

**(b)** Data revised.

**(d)** National Transportation Database revised reporting policy on two purchased bus service routes.

**Note: The statistical section contains "Unaudited" data.**

**PINELLAS SUNCOAST TRANSIT AUTHORITY**

**Vehicles Operated in Maximum Service  
Last Ten Fiscal Years**

**Fiscal Years 2011 – 2020**

<u>Fiscal Year</u>	<u>Bus (a)</u>	<u>Percent of Change</u>
2011	170	1.80%
2012	170	0.00%
2013	162 (b)	-4.71%
2014	167 (b)	3.09%
2015	167 (b)	0.00%
2016	164 (b)	-1.80%
2017	164 (b)	0.00%
2018	193 (b)	17.68%
2019	190	-1.55%
2020	178	-6.32%

Source: PSTA

(a) Includes only buses in directly operated bus service.

(b) Data revised.

**Note: The statistical section contains "Unaudited" data.**

**PINELLAS SUNCOAST TRANSIT AUTHORITY**

**Number of Employees**

**Last Ten Fiscal Years**

**Fiscal Years 2011 - 2020**

<b>Fiscal Year</b>	<b>Full-Time</b>	<b>Part-Time</b>	<b>Total</b>	<b>Percent of Change</b>
2011	559	0	559	-2.95%
2012	556	0	556	-0.54%
2013	574	17	591	6.29%
2014	589	6	595	0.68%
2015	607	1	608	2.18%
2016	603	2	605	-0.49%
2017	606	2	608	0.50%
2018	a 608	2	610	0.33%
2019	618	3	621	1.80%
2020	631	3	634	2.09%

Source: PSTA

Note: Budgeted authorized positions.

a) Data revised

**Note: The statistical section contains "Unaudited" data.**

**PINELLAS SUNCOAST TRANSIT AUTHORITY**  
**Miscellaneous Statistical Data**  
**Last Ten Fiscal Years**

**Fiscal Years 2011 - 2020**

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Population served by Bus	922,616	922,616	922,616	933,258	944,971	954,569	962,003	970,532	978,025	984,925
Size of land area served by Bus (in square miles)	243	243	243	243	243	243	243	243	243	243
Number of Bus Routes	37	37	40	40	40	38	40	40	40	40
Annual PSTA Bus Passenger Miles (in millions) (Excludes Demand Response)	71,534	67,977	67,078	65,266	67,813	64,047	55,773	54,491	61,880	58,318
Miles of Bus Route - Directional Miles	898.8	907.2	907.2	885.18	929.1	1,016.3	893.0	862.0	862.6	866.0
Average Annual On Time Performance Percentage	90.5	90.4	82.3	83.4	80.5	78.6	64.8	65.2	69.2	71.3
Number of Bus Stop Locations	5,159	5,105	5,141	5,157	4,929	4,906	4,752	4,752	4,665	4,602
Number of Bus Park and Ride Facilities	3	2	2	2	2	2	2	2	2	2
Number of Transit Centers	3	3	3	3	4	4	4	4	4	4
Number of Transfer Hubs	14	14	14	14	14	14	14	14	14	14
Number of Passenger Shelters	742	707	707	707	682	531	530	530	537	537
No. of Buses in Active Fleet	191	186	194	199	210	210	210	210	210	210
Average Vehicle Age (in years)	5.40	6.40	7.40	6.00	7.39	8.25	8.80	8.80	8.80	10.80
Net Investment in Capital Assets (in thousands)	\$ 78,170	\$ 76,412	\$ 86,157	\$ 79,199	\$ 83,810	\$ 76,019	\$ 75,914	\$ 75,484	\$ 86,662	\$ 85,483

Source: PSTA

N/A : Information not available.

**Note: The statistical section contains "Unaudited" data.**



**SECTION V**  
**REGULATORY SECTION**

**Report of Independent Auditor on Internal Control over Financial Reporting and on  
Compliance and Other Matters Based on an Audit of Financial Statements Performed in  
Accordance with *Government Auditing Standards***

To the Board of Directors  
Pinellas Suncoast Transit Authority  
St. Petersburg, Florida

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the Pinellas Suncoast Transit Authority aka: PSTA (the “Authority”) as of and for the year ended September 30, 2020, and the related notes to the financial statements, which collectively comprise the Authority’s financial statements, and have issued our report thereon dated March 31, 2021.

### **Internal Control over Financial Reporting**

In planning and performing our audit of the financial statements, we considered the Authority’s internal control over financial reporting (“internal control”) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Authority’s internal control. Accordingly, we do not express an opinion on the effectiveness of the Authority’s internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control such that there is a reasonable possibility that a material misstatement of the entity’s financial statements will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. However, material weaknesses may exist that have not been identified. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses.

### **Compliance and Other Matters**

As part of obtaining reasonable assurance about whether the Authority’s financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit and, accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.



### **Purpose of this Report**

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Cherry Bekaert LLP

Tampa, Florida

March 31, 2021

**Report of Independent Auditor on Compliance for Each Major Federal Program and  
State Financial Assistance Project and on Internal Control over Compliance  
Required by the Uniform Guidance and Chapter 10.550, Rules of the Auditor General**

To the Board of Directors  
Pinellas Suncoast Transit Authority  
St. Petersburg, Florida

**Report on Compliance for Each Major Federal Program and State Financial Assistance Project**

We have audited the Pinellas Suncoast Transit Authority aka: PSTA (the “Authority”) compliance with the types of compliance requirements described in the *OMB Compliance Supplement* and the requirements described in the Florida Department of Financial Services, *State Projects Compliance Supplement* that could have a direct and material effect on its major federal programs and state financial assistance projects for the year ended September 30, 2020. The Authority’s major federal programs and state financial assistance projects are identified in the summary of the auditor’s results section of the accompanying schedule of findings and questioned costs.

***Management’s Responsibility***

Management is responsible for compliance with federal and state statutes, regulations, and terms and conditions of its federal and state awards applicable to its federal programs and state assistance projects.

***Auditor’s Responsibility***

Our responsibility is to express an opinion on compliance for each of the Authority’s major federal programs and state financial assistance projects based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. Code of Federal Regulations Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (“Uniform Guidance”); and Chapter 10.550, Rules of the Auditor General (“Chapter 10,550”). Those standards, the Uniform Guidance and Chapter 10.550, require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program or state financial assistance project occurred. An audit includes examining, on a test basis, evidence about the Authority’s compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe our audit provides a reasonable basis for our opinion on compliance for each major federal program and state financial assistance project. However, our audit does not provide a legal determination on the Authority’s compliance.

***Opinion on Each Major Federal Program and State Financial Assistance Project***

In our opinion, the Authority complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on its major federal programs and state financial assistance projects for the year ended September 30, 2020.

## Report on Internal Control over Compliance

Management of the Authority is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered the Authority's internal control over compliance with requirements that could have a direct and material effect on each major federal program and state financial assistance project to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for each major federal program and state financial assistance project and to test and report on internal controls over compliance in accordance with the Uniform Guidance and Chapter 10.550, but not for the purpose of expressing our opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the Authority's internal control over compliance.

*A deficiency in internal control over compliance* exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program and state financial assistance project on a timely basis. *A material weakness in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program and state financial assistance project will not be prevented, or detected and corrected, on a timely basis. *A significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program and state financial assistance project that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies and, therefore, material weaknesses or significant deficiencies may exist that have not been identified. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance and Chapter 10.550. Accordingly, this report is not suitable for any other purpose.

Cherry Bekaert LLP

Tampa, Florida  
March 31, 2021

**PINELLAS SUNCOAST TRANSIT AUTHORITY**  
**SCHEDULE OF FINDINGS AND QUESTIONED COSTS**

YEAR ENDED SEPTEMBER 30, 2020

**Part I – Summary of Auditor’s Results**

**Financial Statement Section**

Type of auditor's report issued:	Unmodified		
<hr/>			
Internal control over financial reporting:			
Material weakness(es) identified?	_____ yes	_____ x	no
Significant deficiency(ies) identified not considered to be material weakness(es)?	_____ yes	_____ x	none reported
Noncompliance material to financial statements noted	_____ yes	_____ x	no

**Federal Awards Programs and State Projects Section**

Internal control over major programs:			
Material weakness(es) identified?	_____ yes	_____ x	no
Significant deficiency(ies) identified not considered to be material weakness(es)?	_____ yes	_____ x	none reported
Type of auditor's report on compliance for major federal programs:	Unmodified		
<hr/>			
Any audit findings disclosed that are required to be reported in accordance with 2 CFR 200 516(a) and Chapter 10.550	_____ yes	_____ x	no

Identification of major federal programs and state projects:

Federal programs:

CFDA Numbers	Name of Program or Cluster
20.500, 20.507, 20.526	Federal Transit Cluster
CSFA Numbers	Name of Project
55.001	State of Florida, Commission for the Transportation Disadvantaged (CTD) Trip and Equipment Grant Program
55.010	Public Transit Block Grant Program

**PINELLAS SUNCOAST TRANSIT AUTHORITY**  
**SCHEDULE OF FINDINGS AND QUESTIONED COSTS (CONTINUED)**

YEAR ENDED SEPTEMBER 30, 2020

**Part I – Summary of Auditor’s Results (continued)**

Dollar threshold used to determine Type A programs:

Federal programs			\$ 750,000
State projects			\$ 750,000
Auditee qualified as low-risk auditee for federal purposes?	<u>          </u>	<u>          </u>	<u>          </u>
	x	yes	no

**Part II – Schedule of Financial Statement Findings**

This section identifies the significant deficiencies, material weaknesses, and instances of noncompliance related to the financial statements that are required to be reported in accordance with *Government Auditing Standards*.

There were no findings required to be reported in accordance with *Government Auditing Standards*.

**Part III – Findings and Questioned Costs - Major Federal Award Programs**

This section identifies the significant deficiencies, material weaknesses, and instances of noncompliance, including questioned costs, related to the audit of major federal programs, as required to be reported by the Uniform Guidance.

There were no findings required to be reported in accordance with the Uniform Guidance.

**Part IV – Findings and Questioned Costs - Major State Financial Assistance Projects**

This section identifies the significant deficiencies, material weaknesses, and instances of noncompliance, including questioned costs, related to the audit of major federal programs, as required to be reported by the Chapter 10.550, Rules of the Auditor General.

There were no findings required to be reported in accordance with Chapter 10.550, Rules of the Auditor General.

# PINELLAS SUNCOAST TRANSIT AUTHORITY

## SUMMARY SCHEDULE OF PRIOR YEAR AUDIT FINDINGS

YEAR ENDED SEPTEMBER 30, 2020

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### Summary Schedule of Prior Year Audit Findings

#### Major State Projects

<b>Finding 2019-001:</b>	<b>Allowable Costs &amp; Period of Availability for Unit Based Ridership</b>
State Agency:	Florida Department of Transportation
State Program Title:	Florida Commission for the Transportation Disadvantaged (CTD) Trip and Equipment Program
CSFA Number:	55.001
Grant Award Number(s):	G0X56 and G1A57
Award Period:	7/1/2018-06/30/2019 and 7/1/2019-06/30/2020

**Finding:** Per Florida Statutes Chapter 427.0155 (7), F.A.C. 41-2.006 (4)U), the CTC, in cooperation with the coordinating board and pursuant to criteria developed by the Florida Commission for the Transportation Disadvantaged (FCTD), must establish eligibility guidelines with regard to the recipients of non-sponsored transportation disadvantaged services that are purchased with Transportation Disadvantaged Trust Fund moneys. The Program Manual states that the two areas for which grant funds may be utilized include non-sponsored trips and capital equipment. A non-sponsored trip is a one-way trip for an eligible individual who meets the definition of transportation disadvantaged and is not sponsored by any other federal, state, or local government program. Per the contract agreements, there should be an approved eligibility application before a rider receives a non-sponsored service. In addition, documentation which supports the eligibility determination shall be maintained by the recipient as part of the rider's eligibility file. There were a number of instances in which the supporting documentation was missing for eligibility criteria or the application support on file was for a period after the data selected for testing.

**Status:** Implemented. The Authority has established a control to ensure all supporting documentation of eligibility determination is maintained for internal control purposes, grantor inspections, and other audits.



**Schedule of Expenditures of Federal Awards  
and State Financial Assistance**

**Year Ended September 30, 2020**

Federal or State Grantor/Pass-Through Grantor/Program title	CFDA# / CSFA#	Grant or Contract Number	State FPN Number	Expenditures	Transfers to Subrecipients
U.S. Department of Transportation:					
<i>Direct Program:</i>					
Federal Transit Capital Investments Grant	20.500	FL 04-0135	-	\$ 35,428	\$ -
	20.500	FL 2019-039	-	409,609	-
Federal Transit Capital Investments Grant	20.500	FL 2020-071	-	1,354,178	-
Total CFDA 20.500				1,799,215	-
Federal Transit Formula Grant	20.507	FL 90-0723	-	180,738	-
Federal Transit Formula Grant	20.507	FL 90-0758	-	35,469	-
Federal Transit Formula Grant	20.507	FL 90-0841	-	435,246	-
Federal Transit Formula Grant	20.507	FL 90-0873	-	190,753	-
Federal Transit Formula Grant	20.507	FL 2017-024	-	286,803	-
Federal Transit Formula Grant	20.507	FL 2017-047	-	19,894	-
Federal Transit Formula Grant	20.507	FL 2017-109	-	263,785	-
Federal Transit Formula Grant	20.507	FL 2018-080	-	901,880	-
Federal Transit Formula Grant	20.507	FL 2019-015	-	191,381	191,381
Federal Transit Formula Grant	20.507	FL 2019-085	-	4,756,370	-
COVID-19-Federal Transit Formula Grant	20.507	FL 2020-072	-	10,399,671	-
Total CFDA 20.507				17,661,990	191,381
Federal Transit Formula Grant	20.526	FL 2018-064	-	131,357	-
Total CFDA 20.526				131,357	-
Total Federal Transit Cluster				19,592,562	191,381
Federal Transit Emergency Relief	20.527	FL 2020-008	-	165,291	-
Total CFDA 20.527				165,291	-
Federal Transit Public Transportation Research	20.514	FL 2017-031	-	137,354	-
Total CFDA 20.514				137,354	-
<i>Passed through the Florida Department of Transportation:</i>					
Mobility Management Program:					
Section 5310 Program	20.513	G1401	440952-1-94-03	41,369	-
Mobility Management Program:					
Section 5310 Program	20.513	G1188	440952-1-94-04	30,262	-
Dunedin/Palm Harbor Connector					
Section 5310 Program	20.513	G1400	437521-1-84-05	142,340	-
Same Day Service Pilot Project					
Section 5310 Program	20.513	G1130	437521-1-84-50	17,558	-
Total Transit Services Program Cluster				231,529	-
<i>Passed through Pinellas County Metropolitan Planning Organization:</i>					
Section 5305(d) Planning Grant	20.505	G1G93	-	80,000	-
Total U.S. Department of Transportation				20,206,736	191,381
Total Expenditures of Federal Awards				\$ 20,206,736	\$ 191,381

**Schedule of Expenditures of Federal Awards  
and State Financial Assistance**

**Year Ended September 30, 2020**

Federal or State Grantor/Pass-Through Grantor/Program title	CFDA# / CSFA#	Grant or Contract Number	State FPN Number	Expenditures	Transfers to Subrecipients
Florida Department of Transportation					
<i>Direct Program:</i>					
Commuter Assistance Program	55.007	G0Z48	412533-1-84-19	\$ 32,000	\$ -
Total CFSA 55.007				<u>32,000</u>	<u>-</u>
Public Transit Block Grant Program	55.010	G1C17	402513-1-84-20	4,709,570	-
Total CFSA 55.010				<u>4,709,570</u>	<u>-</u>
Public Transit Service Development Program	55.012	G0Z47	441989-1-84-19	214,315	-
Public Transit Service Development Program	55.012	G1B92	437245-2-94-01	260,423	-
Total CFSA 55.012				<u>474,738</u>	<u>-</u>
Transit Corridor Program (North County - Curlew Road)	55.013	G1C22	430320-1-84-20	220,000	-
Transit Corridor Program (Route 100X)	55.013	G1C18	410695-1-84-20	160,000	-
Transit Corridor Program (Route 100X Extension)	55.013	G1C21	430319-1-84-20	121,157	-
Transit Corridor Program (Route 300X)	55.013	G1C19	418265-1-84-20	165,000	-
Total CFSA 55.013				<u>666,157</u>	<u>-</u>
Total Florida Department of Transportation				<u>5,882,465</u>	<u>-</u>
State of Florida, Commission for the Transportation Disadvantaged					
<i>Direct Program:</i>					
Trips & Equipment FY 2019/2020	55.001	G1A57	!02718401 / 4320281840	2,634,300	-
Trips & Equipment FY 2020/2021	55.001	G1O24	!02718401 / 4320281840	502,997	-
Total CFSA 55.001				<u>3,137,297</u>	<u>-</u>
Innovation and Service Development Grant (TD Late Shift)	55.045	G1G89	44583618401	309,551	-
Innovation and Service Development Grant (TD Late Shift)	55.045	G1O42	44583618401	86,566	-
Innovation and Service Development Grant (TD Connect)	55.045	G1G90	44583618401	886	-
Innovation and Service Development Grant (TD Connect)	55.045	G1O43	44583618401	2,106	-
Total CFSA 55.045				<u>399,109</u>	<u>-</u>
Total Commission for the Transportation Disadvantaged				<u>3,536,405</u>	<u>-</u>
Total Expenditures of Florida State Financial Assistance				<u>\$ 9,418,871</u>	<u>\$ -</u>
Total Expenditures of Federal Awards and State Financial Assistance				<u>\$ 29,625,607</u>	<u>\$ 191,381</u>

*See Notes to Schedule of Expenditures of Federal Awards and State Financial Assistance.*

**Notes to Schedule of Expenditures of Federal Awards  
and State Financial Assistance**

**Year Ended September 30, 2020**

**(1) Basis of Presentation**

The accompanying schedule of expenditures of federal awards and state financial assistance includes all federal and state grant activity of the Authority and is presented on the accrual basis of accounting. The information in this schedule is presented in accordance with the requirements of 2 CFR 200 Uniform Guidance, and Chapter 10.550 of the *Rules of the Auditor General*. Therefore, some amounts presented in this schedule may differ from amounts presented in, or used in the preparation of, the financial statements.

**(2) Capital Assets**

Approximately \$1.5 million in capital assets was purchased using federal grant awards during the fiscal year ending September 30, 2020. These amounts have been capitalized for financial statement purposes and reflected as Capital Assets on the Statement of Net Position.

**(3) Subrecipients**

For the year ending September 30, 2020, there was \$191,381 transferred to a subrecipient relating to the FTA Urbanized Area Formula (UAFP) Program (5307).

**(4) Indirect Cost Rate**

The Authority has not elected to use the 10% de minimus cost rate.

**(5) Grant Contingencies**

Expenditures financed by capital and operating assistance grants are subject to audit and acceptance by the granting agency. Any disallowed expenditure may need to be repaid to the granting agency; however, it is management's opinion that no material liabilities will result from any such audits.

## Independent Auditor's Management Letter

To the Board of Directors  
Pinellas Suncoast Transit Authority  
St. Petersburg, Florida

### Report on the Financial Statements

We have audited the financial statements of the Pinellas Suncoast Transit Authority aka: PSTA (the "Authority"), as of and for the year ended September 30, 2020, and have issued our report thereon dated March 31, 2021.

### Auditor's Responsibility

We conducted our audit in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* ("Uniform Guidance"); and Chapter 10.550, Rules of the Auditor General.

### Other Reporting Requirements

We have issued our Report of Independent Auditor on Internal Control over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards*; Report of Independent Auditor on Compliance for Each Major Federal Program and State Financial Assistance Project and on Internal Control over Compliance Required by the Uniform Guidance and Chapter 10.550, Rules of the Auditor General of the state of Florida; Schedule of Findings and Questioned Costs; and Report of Independent Accountant on Compliance with Local Government Investment Policies, regarding compliance in accordance with Chapter 10.550, Rules of the Auditor General. Disclosures in those reports and schedule, which are dated March 31, 2021, should be considered in conjunction with this management letter.

### Prior Audit Findings

Section 10.554(1)(i)1., Rules of the Auditor General, requires that we determine whether or not corrective actions have been taken to address findings and recommendations made in the preceding annual financial audit report. Corrective action has been taken to address the finding and recommendations made in the preceding annual financial audit report.

### Official Title and Legal Authority

Section 10.554(1)(i)4., Rules of the Auditor General, requires that the name or official title and legal authority for the primary government and each component unit of the reporting entity be disclosed in this management letter, unless disclosed in the notes to the financial statements. The Authority was established pursuant to the constitution and laws of Florida, particularly Chapter 91-368, Laws of Florida, as amended, revising and consolidating Chapter 31263, Special Laws of Florida, 1955. There were no component units related to the Authority.

**Financial Condition and Management**

Section 10.554(1)(i)5.a. and 10.556(7), Rules of the Auditor General, require us to apply appropriate procedures and communicate the results of our determination as to whether or not the Authority has met one or more of the conditions described in Section 218.503(1), Florida Statutes, and identification of the specific condition(s) met. In connection with our audit, we determined the Authority did not meet any of the conditions described in Section 218.503(1), Florida Statutes.

Pursuant to Sections 10.554(1)(i)5.b. and 10.556(8), Rules of the Auditor General, we applied financial condition assessment procedures for the Authority. It is management's responsibility to monitor the Authority's financial condition, and our financial condition assessment was based in part on representations made by management and the review of financial information provided by same.

Section 10.554(1)(i)2., Rules of the Auditor General, requires that we communicate any recommendations to improve financial management. In connection with our audit, we did not have any such recommendations.

**Additional Matters**

Section 10.554(1)(i)3., Rules of the Auditor General, requires us to communicate noncompliance with provisions of contracts or grant agreements, or abuse, that have occurred, or are likely to have occurred, that have an effect on the financial statements that is less than material but warrants the attention of those charged with governance. In connection with our audit, we did not have any such findings.

**Purpose of this Letter**

Our management letter is intended solely for the information and use of the Legislative Auditing Committee, members of the Florida Senate and the Florida House of Representatives, the Florida Auditor General, Federal and other granting agencies, the Authority's Board members, and applicable management and is not intended to be, and should not be, used by anyone other than these specified parties.

*Cherry Bekaert LLP*

Tampa, Florida  
March 31, 2021

**Report of Independent Accountant on Compliance  
with Local Government Investment Policies**

To the Board of Directors  
Pinellas Suncoast Transit Authority  
St. Petersburg, Florida

We have examined Pinellas Suncoast Transit Authority's aka: PSTA (the "Authority") compliance with the local government investment policy requirements of Section 218.415, Florida Statutes, during the year ended September 30, 2020. Management of the Authority is responsible for the Authority's compliance with the specified requirements. Our responsibility is to express an opinion on the Authority's compliance with the specified requirements based on our examination.

Our examination was conducted in accordance with attestation standards established by the American Institute of Certified Public Accountants. Those standards require that we plan and perform the examination to obtain reasonable assurance about whether the Authority complied, in all material respects, with the specified requirements referenced above. An examination involves performing procedures to obtain evidence about whether the Authority complied with the specified requirements. The nature, timing, and extent of the procedures selected depend on our judgement, including an assessment of the risks of material noncompliance, whether due to fraud or error. We believe the evidence obtained is sufficient and appropriate to provide a reasonable basis for our opinion.

Our examination does not provide a legal determination on the Authority's compliance with the specified requirements.

In our opinion, the Authority complied, in all material respects, with the local investment policy requirements of Section 218.415, Florida Statutes, during the year ended September 30, 2020.

The purpose of this report is to comply with the audit requirements of Section 218.415, Florida Statutes, and Rules of the Auditor General.

*Cherry Bekaert LLP*

Tampa, Florida  
March 31, 2021